

# AMERICAN RAILROAD JOURNAL.

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ENGINEERING, BANKING, MINING, MANUFACTURES.

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New York Central	\$22,363,319
Erie	16,179,461
Pennsylvania Central	17,531,707
Baltimore and Ohio	9,371,427
Lake Shore	13,457,540
Ohio and Mississippi	3,188,137
Toledo and Wabash	4,544,640
Hannibal and St. Joseph	3,340,224
Union Pacific	7,625,277
Central Pacific	7,920,710

Total for ten roads \$105,522,442

The St. Joseph and Denver City Road is already constructed from St. Joseph to Marysville, from thence far into Nebraska, and is being rapidly completed to Fort Kearny, on the Union Pacific Road. The St. Joseph and Denver City Road will shorten the distance between the Atlantic and the Pacific coast from 80 to 232 miles, according to the different routes named above. The ten leading trunk lines of road mentioned in the preceding table comprise but a part of the railroads that will contribute to the passenger and freight traffic of the St. Joseph and Denver City Road, which is destined to become the new short line between the Atlantic and Pacific States, and which must share liberally in the enormous business represented by the grand total of \$105,522,442, gross earnings of the ten leading trunk lines, in the above statement. This of itself is sufficient security for the payment of the interest and principal of the 8 per cent. first mortgage sinking fund land grant bonds of the Company, Western Division, now on the market.

But as a great additional security the Company has a United States land grant of 1,500,000 acres of the richest agricultural lands in the West. In previous communications to the public we have taken occasion to advert to the great value of land grants to railroad companies, and will now only mention the fact that the land grant of the St. Joseph and Denver City Railroad Company is worth over \$18,000,000 at the present price of the lands of the Illinois Central Company. The lands cannot be sold for less than \$4 per acre, and the proceeds of the same are applied to the sinking fund for the extinguishment of the bonded debt of the Company. This loan was originally for \$5,500,000, but has been largely reduced by sales to investors, including many shrewd business men

who know and appreciate bonds which combine liberal income with great security.

The bonds are for the present offered at 97 1-2 and accrued interest, and we have no hesitancy in recommending them as an investment securely guarded both as to interest and principal. Parties desiring to participate in the division of the remaining balance of the loan are requested to make early application, in view of the possibility of an advance in the price of the bonds. The bonds of the Eastern Division of the St. Joseph and Denver City Railroad Company were originally marketed by our firm at 97 1-2, and are now current in the market at 102. We continue to deal in these bonds the same as Government bonds good opportunity to convert their Governments and other securities. Investors will find this a and other high-priced bonds, with the advantage of a higher rate of interest and perfect security. Maps, pamphlets, and full information in regard to the Company can be had on application.

TANNER & CO., Bankers,  
No. 11 Wall Street.

## The Pencoyd Iron Works.

These works, located at the Falls of the Schuylkill, near Manayunk, Philadelphia, on the line of the Philadelphia and Reading Railroad, make a specialty of rolled and hammered car and locomotive axles and line shafting. These works were built in 1851. The working force is now 220 men, there are fourteen puddling and five heating furnaces, three 3000 pounds steam hammers, and one 1000 pound steam hammer. All the work is moved about by surface and elevated railways. They turn out 1200 axles per week, and 8000 tons shafting annually. All these axles are sufficiently tested to insure their excellence, and they stand deservedly high among railway men.

MR. The work of building a railroad between Port Limon and San Jose, Costa Rica, has been confided to Henry M. Keith, Esq., late general superintendent of the Callao, Lima and Owyoo Railroad, Peru, and his departure for Central America on that mission was made the occasion of a banquet in his honor in Callao, on the 12th ult. The employees of the last named road and residents thereon have also made up a handsome fund, which has been forwarded to our fellow citizen, W. R. Grace, Esq., in order to procure a service of silver plate as a testimonial of their esteem, for presentation to Mr. Keith.

**Michigan Central Railroad.**

The earnings of this road for the years ending May 31, 1870 and 1871, have been as follows:

	1870.	1871.
From passengers	\$1,914,921 75	\$1,738,181 38
" freight	2,634,438 87	3,072,557 58
" mails	41,884 68	48,288 82
" miscellaneous	116,042 67	119,047 37
	<b>\$4,707,287 97</b>	<b>\$4,978,070 15</b>

## Expenses, viz:

Repairs of road	\$715,759 05	\$852,506 87
" buildings	160,862 28	158,777 35
" locomotives	266,415 03	271,562 76
" cars	271,650 40	413,408 56
Locomotive service	147,252 14	172,482 06
Train	159,753 18	190,304 24
Station	62,816 41	709,372 87
Fuel	364,840 80	471,731 25
Oil and waste	54,908 69	64,362 18
Stationery	44,615 45	37,544 47
Taxes	114,083 96	82,724 27
Telegraph	38,976 81	38,585 11
Miscellaneous	49,006 75	74,847 46
	<b>\$3,013,914 95</b>	<b>\$3,538,204 45</b>

Net earnings... \$1,693,373 02 \$1,439,865 70

Compared with the previous year the gross earnings show an increase of \$270,782 18, with an increase in expenses of \$424,289 50—making the decrease in net earnings \$153,507 32.

The earnings from passengers show a decrease of \$176,740 37, and the earnings from freight, an increase of \$438,118 71, with an increase in miscellaneous of \$9,403 81.

Passenger earnings per mile were \$6,120 35, freight, \$10,818 86, miscellaneous, \$589 19—total, \$17,528 40, an increase compared with the previous year of \$953 46.

The expenses of operating the road (not including taxes) were \$3,455,480 18, or 69.41 per cent. In 1870, they were 61.6 per cent., in 1869, 59 per cent., in 1868, 48.38, and in 1867, 62.81. The expenses, including taxes, the past year, were 70.3 per cent., against 64.3 per cent. in 1870, 61.21 in 1869, 60.71 in 1868, and 65.35 in 1867.

The following is a comparative statement of the earnings of the entire line; including branches, for the fiscal years ending May 31—

	1870.	1871.
Passengers	\$1,914,921 75	\$1,912,278 07
Freight	2,634,438 87	3,829,630 70
Miscellaneous	157,927 35	178,214 62
	<b>\$4,707,287 97</b>	<b>\$5,420,123 39</b>
Operating expenses	\$2,899,830 99	\$3,774,850 51
Taxes	114,083 96	86,160 84
	<b>\$3,013,914 95</b>	<b>\$3,861,011 35</b>

Net earnings... \$1,693,373 02 \$1,559,112 04

The ratio of expenses to earnings in 1871 is 71.11, against 64.08 in 1870; exclusive of taxes, 69.98 in 1871, against 61.60 in 1870. The President in his report says:

The gross earnings this year cannot justly be compared with those of last year, because, since the last report, this company has been operating the Grand River Valley Road under a lease, and the earnings of that road are included, as they will be in the future, in the reports with the gross receipts of the company.

The Kalamazoo and South Haven Road, also, during a part of the past year, has been so operated, and its earnings also included in the above statement.

The operating expenses of these roads have also been included in the operating expenses above stated.

The gross earnings of the Main Line, which

alone can properly be compared with the last year's earnings, have been in excess of those of that year by \$270,782 18; while the gross earnings of all the lines operated have been in excess of those worked then by \$712,835 42. It will be seen, however, that the gross expenses have exceeded those of last year by \$847,096 40, leaving net earnings below those of last year, \$134,260 98.

The gross expenses of operating the road, therefore, have been, in proportion to earnings, much larger than they were the year before. This has resulted from a combination of causes not likely again to occur. The increase of tonnage, or of the volume of business, in the first place, was so great that the road and its sidings had become inadequate to the demand upon them. The number of trains was greatly in excess of those of any previous year, and of any anticipation of the managers, and there was not provided, as there should have been, a sufficient quantity of sidings for their passage, which led to great difficulty and delays, and increased expense by reason thereof. The great number of trains, and the weight of the business, and the high degree of speed for passenger trains were such that the iron rail gave way very rapidly, and compelled renewals, at great expense, in the most difficult season of the year for such work. Large quantities of iron and other material for the construction of new roads, have been passing over the road at low rates of freight, and, during about six months of the first part of the year, in consequence of disagreements between the New York Central and Pennsylvania Roads, the rates on West-bound business were totally destroyed, and that business, during about that long period, was done for about the cost. Some of these causes have resulted in greatly diminished earnings below what they would otherwise have been, and all of them have contributed to enhance the operating expenses unduly in proportion to the gross earnings. All of them will not be likely to be at work at the same time again. The weight of business passing over the road, and the consequent rapid wear of the iron rail, have proved that the use of the iron rail on the Main Line is not true economy. There have been removed and repaired, in the main track, during the year, one hundred and four miles of rail, of which fifty-nine and a third miles have been re-rolled, and about forty-four miles taken up, repaired and replaced in the track. With the large traffic passing over it, the life of the iron probably cannot be, at the outside, more than three years, while the experiments tried by this company, as well as by others, furnish conclusive proof that the steel rail of the quality we have heretofore used, will average at least ten times as long as the iron. The cost of the steel in the track is about one-third greater than iron.

Under these circumstances the Board have resolved to lay the whole distance between Detroit and Jackson, where the business of the road from its various lines comes upon one track, with steel rail, which work is now going on, and will be mainly accomplished during the present year; and upon the same portion of the road there will also be laid ten or more miles of additional sidings. This will not only give the means of doing the business of the road between Jackson and Detroit, where it crowds the most, with despatch, but will it is believed, for many years relieve the company from one of its largest charges in working the road, viz.: the renewal of the rails where they are most liable to deterioration.

From Jackson, west, the company has a double line of road to Niles, upwards of one hundred miles, the old line by the old route and the Air Line direct from Jackson to Niles, and at some points south of the old road about thirty miles.

This Air Line is laid, all the way, with rails from the Scranton Works in Pennsylvania, which are of iron of harder quality than almost any in this country.

The road is free from grades or curves of any importance in its working, and the heavy through business of the road will, to a large extent, pass over it.

The road is better able to bear the burden, and

will relieve the other line of much of the very heavy traffic.

In the future, therefore, it may reasonably be expected that the annual cost of one of the largest items in the expense of the management will be very largely reduced, while the permanency and better quality of the rail will also have a large effect in reducing the cost of the maintenance of machinery and rolling stock.

The completion of the Air Line, from causes beyond the control of the Board, has been delayed beyond expectation, and has cost, we regret to say, considerably more money, also, than was anticipated.

By the terms of the agreement with the Michigan Air Line Railroad Company, that company was to complete the road as a first-class road in all respects, according to specifications, with all its appurtenances, and this company was to become the lessee of it at such rent as would pay the interest on bonds secured upon the road at the rate of \$18,000 per mile, excepting that this company was to build the station-houses and pay all they might cost over \$50,000.

The Air Line Company relied upon the bonds of the municipalities through which the road runs, to aid it in the construction. The decision of the supreme court of Michigan, that all such bonds were invalid, deprived it of much of its means and the result was, that before the road was complete the other means provided were exhausted. The deficit, under the circumstance, could only be supplied by this company.

The amount has been in excess of the amount of construction bonds secured by mortgage on the line between Jackson and Niles, and may exceed it by \$200,000.

It is an excellent road, the road-bed is well made and well ballasted and tied, and in all its appointments the road is one of the best class. The country through which it runs is equal to any in the State, and well cultivated. It has yet been hardly opened fully for use, though trains are running over it. By July 1st the fencing will be in full operation, though some station-houses will remain yet to be completed. It is yet premature to state what will be its value.

The decision of the supreme court also affected the means of the Kalamazoo and South Haven Railroad Company in the same manner as above stated relative to the Air Line, and that road has only been completed since the opening of the spring.

Its mortgage debt is about \$18,000 a mile, and the road is leased by this company with an agreement to pay the interest on the bonds. It cannot yet be said what will be its value. It runs through a lumber as well as to some extent a farming country, and makes connection with the Chicago and Michigan Lake Shore Railroad about thirty miles west of Kalamazoo, with which it will interchange, and from which it will derive much business.

The Grand River Valley Railroad, which came into the possession of this company under an agreement to work and manage it at a fixed compensation to its stockholders, about the time of the last Annual Report, in an unfinished condition and, though trains were then running over it, hardly in order to do business, has since been completed in its appointments and is, and has been most of the year in good order and is developing a healthy and steadily increasing business, and promises to become of much value to this company.

Since the last report there has been built and opened for business a road branching from the Michigan Central to Hillsdale, sixty miles long, through an excellently cultivated and fertile country, and though this company is in no way pecuniarily interested in that road and it will be managed by its stockholders, yet it cannot but be tributary to the business of this company, over whose road its business must pass for thirty miles, to Detroit.

The Fort Wayne, Jackson and Saginaw Railroad, also, has been opened from Jackson, through, to Fort Wayne.

The Chicago and Michigan Lake Shore Road, from New Buffalo along the shore of Lake Michigan north to Muskegon, Whitehall and Montague, about 150 miles, is about being opened for business.

Both these roads will contribute to increase the business of this company.

The stimulus which has been given to enterprises of all kinds by the success which has attended many, and by an abundant currency, will continue until some revulsion in the finances of the country shall take place.

There are multitudes of projected roads in this State, and some of them are building, but the Board do not in any of these see anything which should tempt the company to any connection with them. So far as possible, it has controlled those most likely to injure it, when built, and which might, if controlled by it, become tributary to it. The policy, even to this extent and from such motives, may be hazardous, and whether wise yet remains to be proved.

It remains now to fully equip the roads for business and make perfect the Main Line, and be prepared to do all the business passing upon them with the utmost possible economy, and though other roads building and to be built will more or less affect its business, it is believed that its rapidly increasing volume, with diminished expenses, will enable the company to realize a larger net result than in the past.

There have been put upon the road during the past year 19 new locomotives, and, including 9 from the Grand River Valley Road, the whole stock upon the road at this time is 128.

There have also been added to the rolling stock 52 Blue Line Cars, 212 freight cars, making freight cars now on the road 1,914.

There has been expended for land at Jackson, to be used for repair shops, \$23,911 31, and at Grand Rapids, for depot grounds for Grand River Valley Railroad, \$37,204 95.

The whole amount expended for all the various purposes in construction and addition to the property of the company, including expenditures upon the Air Line and Grand River Valley Division, and for the additional cars and locomotives, has been the large sum of \$973,682 69—of which there has been for locomotives, \$196,344 80; and for cars of all kinds, \$160,798 00; for additional sidings, about \$62,000 00.

Except for additional motive power and rolling stock, and such amount as may be proper to be charged to construction on account of re-laying the track with steel, it is believed that all such, or nearly all such expenditures will be unnecessary in the future.

The funded debt charged upon the

Michigan Central Road proper is now ..... \$3,324,988 89  
Less the amount in sinking funds.. 1,474,388 38

Net bonded debt ..... \$1,850,605 51  
The capital stock now stands at... \$14,665,848 00  
The bonded debt is ..... 3,324,988 89

Bonded debt and stock together... \$17,990,836 89  
Or, less the amount in sinking fund 1,474,388 38

..... \$16,516,452 51

The stock has been increased since last year by \$1,189,000, made necessary to meet the cost of the various works herein alluded to, and by \$301,000 by conversion of bonds, in all, \$1,440,000.

In addition to this, however, are the amounts of the bonds secured upon the tributary roads herein mentioned, viz., bonds, bearing eight per cent., on the Grand River Valley Road, \$1,500,000, bonds secured on Air Line from Jackson to Niles, \$1,900,000, bonds on Kalamazoo and South Haven Road, \$710,000, bonds on Joliet Branch, \$800,000.

Though this company is not directly liable for all these securities, yet they rest upon roads worked by it, either under leases or working arrangements, which are equivalent to them.

The establishment, a few years ago, of through lines of cars for freight has resulted in working a

rapid and permanent change in the business of railroads. It avoids, very much, both the expense and delays in transportation between the distant sections of the country. It enables them to compete more successfully with the water communications and has brought large accessions to the business of the roads.

On the Michigan Central, during the past year, the increase of tonnage has been more than thirty-four per cent., and it has been impossible to enlarge our facilities and means for doing it, sufficiently fast to keep pace with it.

This increase of the volume of business is, however, encouraging to stockholders, and upon the road of this Company, with double lines more than a third of the way between Chicago and Detroit and with steel rails from the point where the two lines come together to the Eastern terminus, and ample double track or siding to accommodate the trains, it seems reasonable to expect, not only very largely increased earnings in the future, but also very largely diminished expenses, as compared with the past.

The improvements making in the track which have been and will be expensive are, however, indispensable, and with the constant effort to get shorter lines by all rivals, the Air Line was a necessity as well as a convenience in doing business.

This line, shortening the distance as it does between Detroit and Chicago, and the Loup Line in

progress of construction by the Great Western Railway Company, securing the shortest possible line to Buffalo and connections with all the roads there, gives to the two companies as short and direct a line between Chicago and Buffalo and the Bridge and consequently between Chicago and the seaboard, as can possibly be made on either side of Lake Erie, and with greatly more advantages than can be acquired by any other line of roads, while it will be entirely free from the heavier grades and sharper curves found on the roads further south and passing across the mountains. The arrangements made more than a year ago between this company and the Great Western, for a more harmonious working of the roads of the two Companies, have been productive of much good to both and may wisely be continued.

The cordial understanding has enabled the two Companies to work with more unity of purpose, and it will be in future, as it should be, the purpose of the managers of both to regard the interests of the whole line as one, and there seems to be no season to doubt that both may work together as effectually as if the lines were consolidated, which should be their great object. The purpose of a consolidation and all its beneficial effects, it is hoped, may thus be obtained while the objections will be avoided.

It gives great pleasure to state the improved condition of the Great Western Road within the past year.

Its track is now equal to that of any in this country, and it is managed with a degree of vigor, and with a regularity and punctuality, so far as its trains are concerned, to which it has never before attained, and quite equal to the best managed roads of this country in all these respects. It cannot fail, so managed, to add to the strength and popularity of the whole line.

The joint traffic with the Grand Trunk Road has continued to increase, and the equipment now on that road for through business, and the strength the line is acquiring in consequence of it, is giving to that business a value which all the time increases in importance.

The connection made by the Erie Road at the Bridge, with the Great Western Road, during the past year, is an important event for the North Shore line of roads.

By the road built by it from the Bridge to Buffalo, live stock and other freight is sent through without change of cars. It will become an important avenue of traffic, through as well as local.

The total number of passengers carried during the year was 814,493, of whom 139,280 were through, and 675,218 way. Total number of tons of freight moved, 1,105,875.

INCOME ACCOUNT.	
Balance from previous year.....	\$895,722 72
Receipts of road from June 1, 1870, to June 1, 1871.....	4,909,817 91
Receipts of branch roads less opera- ting expenses .....	197,838 62
	.....
	\$6,002,879 25
Dividend, 5 per cent. July 5, 1870..	\$661,385 00
“ Dec. 31, 1870..	689,365 00
U. S. Gov. tax on dividends, etc....	36,169 69
“ receipts .....	22,885 52
Expenses, including local taxes....	3,538,204 45
Interest and exchange account....	160,848 50
Balance to new account .....	894,521 09
	.....
	\$6,002,879 25

The company have 128 locomotives—88 burning wood and 40 burning coal. Miles run by locomotives with passenger trains, 972,288; with freight trains, 1,542,882; working trains, 221,173; switching trains, 468,431—total, 3,204,774.

The cars are classified as follows: 59 day coaches, 9 Pullman Sleeping cars, 34 second class and emigrant, 27 baggage and mail, 58 caboose, 346 stock, 795 merchandise, 289 Blue Line, 21 refrigerator, 405 platform, 215 hand, 114 rubble, and 31 wood cars.

GENERAL ACCOUNT.	
Construction account.....	\$16,724,868 10
Cash on hand, and loaned on call.	75,587 40
Materials on hand .....	399,133 86
Assets in hands of O. Macy, Gene- ral Receiver .....	132,794 04
Assets in hands of James F. Joy, President .....	208,199 89
Joliet and Northern Indiana Rail- road stock .....	168,225 00
Chicago land account.....	168,293 67
Jackson land account.....	23,911 31
Advance to Jackson, Lansing and Saginaw Railroad Company....	105,000 00
Sundry accounts.....	52,907 78
Grand River Valley Railroad Co...	618,309 22
Michigan Air Line Railroad Co...	2,281,459 48
Kalamazoo and South Haven Rail- road Company .....	39,188 19
Jackson, Lansing and Saginaw Railroad bonds .....	42,735 00
Chicago and Michigan Lake Shore Railroad bonds .....	6,650 00
Joliet and Northern Indiana Rail- road construction .....	4,207 89
	.....
	\$21,051,470 83
Capital stock .....	\$14,665,848 00
6 per cent sterling bonds, convert- ible, 1st mortgage payable Jan. 1, 1872 .....	467,488 89
8 per cent, convertible, 1st mortgage bonds, payable Oct. 1, 1882 .....	563,000 00
8 per cent, convertible, 1st mortgage bonds sinking funds, payable Oct. 1, 1882 .....	2,294,500 00
8 per cent, bonds (Air Line mort- gage) payable Jan. 1, 1890 .....	1,900,000 00
Money borrowed .....	128,817 18
Bills payable .....	104,063 69
Unpaid dividends .....	4,248 00
U. S. Government 2½ tax .....	4,158 76
Fort Wayne, Muncie and Cincinnati Railroad Company .....	24,830 22
Income account, balance.....	894,521 09
	.....
	\$21,051,470 83

President.—JAMES F. JOY.  
Vice President.—NATHANIEL THAYER.  
Directors.—James F. Joy, John W. Brooks, Nathaniel Thayer, Erastus Corning, H. H. Hunnewell, George F. Talman, Moses Taylor, Sidney Bartlett, John Jacob Astor.  
Treasurer.—ISAAC LIVERMORE.  
Superintendent.—H. E. SARGENT.  
Auditor.—WILLIAM BOOTT.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna. *100	3,355,000	J. & J.	Jul. '71 2	Hartford and New Haven. 100	4,796,925	J. A. J&O	Oct. '71 1	Portl., Saco & Portam'th. 100	\$1,500,000	J. & D.	Jun. '71 5
American Central. ....100	800,000	J. & J.	Jul. '69 8	Hannibal and St. Joseph. 100	4,151,700	-----	Aug'70 3	Ports., Gt. Falls & Conway. 100	170,000	J. & J.	July '71 4
Atlanta and West Point. ....100	1,232,200	J. & J.	July '70 4	Do. ....	6,078,224	-----	Aug. '70 7	Providence & Worcester. 100	2,000,000	J. & J.	July '71 5
Atlantic & N. Carolina. ....100	5,545,225	-----	-----	Hanover Branch, Pa. ....100	616,580	M. & N.	May '71 1	Raleigh and Gaston. 100	-----	-----	July '71 6
Atlantic & Gt. Western. ....50	25,379,923	-----	-----	Housatonic. ....100	820,000	-----	-----	Rensselaer and Saratoga. 100	6,000,000	A. & O.	Apr '71 8
" " " pref. 50	1,919,000	-----	-----	" pref. 100	1,180,000	J. & J.	July '71 4	Richmond and Danville. ....100	4,000,000	-----	-----
Atlantic & St. Lawrence. *100	2,494,900	M. & S.	Sept. '71 2	Huntingdon & B'd Top. ....50	615,950	J. & J.	-----	Richmond and Petersb. g. 100	847,100	-----	-----
Augusta and Savannah. ....100	733,700	J. & J.	Jan. '70 3	" I ref. 50	212,350	J. & J.	Jn. '73 3	Rich., Fred. and Potomac. 100	1,041,800	-----	-----
Baltimore and Ohio. ....100	13,151,962	A. & O.	Apr. '71 1	Illinoian Central. ....100	25,280,240	J. & J.	Aug. '67 4	Rockport. ....100	88,400	-----	Nov. '67 2
Do. Washington Br. ....100	2,656,090	A. & O.	Apr. '71 1	Indianapolis, Cin. & Lafay. 50	6,185,897	M. & S.	Sep. '67 4	Rome, Watert. and Og'n'b. 100	2,998,900	J. & J.	July '71 4
Baltimore City Passenger. ....670,000	J. & J.	July '71 4	Jefferson. Mad. & Ind. ....100	2,000,000	J. & J.	Jan. '63 5	Rutland preferred. ....100	1,831,400	F. & A.	Aug '71 3	
Belvidere Delaware. ....100	1,250,000	A. & O.	Apr. '68 3	Joliet and Chicago. ....100	1,500,000	J. A. J&O	July '71 1	St. L. Alt. and T. Haute. 100	2,300,000	-----	-----
Berkshire. ....100	600,000	J. A. J&O	July '71 12	Lake Shore & Mich. So. ....100	35,000,000	F. & A.	Aug. '71 4	St. L. Jack'n'v. and Chic'o. 100	2,478,750	-----	-----
Bloomsburg & Corning. ....50	250,000	J. & D.	Jun. '71 2	Lackawanna & Bloomsb. ....50	535,500	F. & A.	Aug. '71 4	Sandusky and Cincinnati. 100	2,089,000	-----	-----
Boston and Albany. ....100	19,150,800	M. & N.	May '71 5	Leeds and Farmington. ....-----	-----	J. & J.	July '71 3	Sand., Mans. and Newark. 100	445,500	M. & N.	May '71 3
Boston and Chelsea. ....100	110,000	A. & O.	Oct. '71 4	Lehigh and Mahanoy. ....50	2,158,565	J. & J.	Jan. '67 6	Savannah and Charleston. 100	905,222	-----	-----
Boston, Concord & Mont. ....100	459,800	-----	Lehigh and Susquehanna. ....50	8,739,800	M. & N.	May. '67 6	Schuykill and Susqueh. 100	1,269,150	-----	-----	
Do. do. pref. 100	1,340,400	M. & N.	May '71 3	Lehigh Valley. ....100	17,716,400	J. A. J&O	Oct. '71 2	Second and Third St. (Ph.) 100	203,757	J. @ J.	July '71 5
Boston and Lowell. ....500	2,215,000	J. & J.	July '71 4	Lehigh Luzerne. ....50	344,650	J. & J.	Jan. '65 4	Schuykill Valley. ....50	576,050	J. & J.	Jul. '71 2
Boston and Maine. ....100	4,471,275	J. & J.	July '71 5	Little Miami. ....50	3,572,400	M. J. S.	Sept. '71 2	Seaboard and Roanoke. 100	883,200	M. & N.	Nov. '70 4
Boston and Providence. ....100	3,700,000	J. & D.	June '71 5	Little Schuylkill. ....50	2,046,100	J. & J.	July '71 3	Second Avenue (N. Y.). 100	670,000	-----	July '70 2
Broadway (South Boston). 50	400,000	J. A. J&O	Oct. '71 24	Lomb. and South St (Ph.). 25	90,000	-----	17th & 19th streets (Ph.). 50	130,000	-----	Dec. '70 2	
Broadwy & 7th Av. (N.Y.). 100	2,000,000	J. & D.	June 70 3	Louis. and New Haven. 100	3,000,000	M. & S.	Sept. '71 3	Shamokin V. and Pottsv. 50	869,450	F. & A.	Aug. '71 3
Brooklyn City. ....100	1,900,000	F. M. A. N.	Aug. '71 2	Louisville and Nashville. 100	8,680,912	J. & J.	Jul. '69 3	Shore Line. ....100	636,200	J. & J.	Jul. '71 3
Brooklyn City & New'ln. 100	395,800	-----	Buff., New York & Erie. ....100	5,000,000	F. & A.	Feb. '71 4	Sixth Avenue (N. Y.). 100	750,000	M. & N.	May '70 7	
Buff., New York & Erie. ....100	100,000	M. & N.	May '71 3	Camden and Amboy. ....100	5,847,800	F. & A.	Aug. '71 3	Somerville. ....100	75,000	-----	May '71 3
Burlington and Mo. Riv. ....100	1,237,000	March.	Mar '71 10	Camden and Atlantic. ....50	377,100	-----	South Carolina. ....100	5,818,275	-----	-----	
Cambridge Horse (Boat's). 100	727,800	A. & O.	Aug. '71 3	Cap Cod. ....50	915,577	J. & J.	Jul. '71 3	South Shore. ....100	259,685	-----	Jul. '68 3
Camden and Amboy. ....100	5,847,800	F. & A.	-----	Cape Cod. ....50	447,000	A. & O.	Oct. '71 3	South Western, Georgia. 100	3,939,900	F. & A.	Aug. '71 4
Camden and Atlantic. ....50	753,693	-----	Do. ....	383,000	-----	Mar '71 10	Staten Island. ....100	660,000	J. & J.	Jul. '67 4	
Camden & Burlington Co. 100	331,000	-----	Central of Georgia. ....100	4,666,300	M. & N.	May '71 3	Stony Brook. ....100	287,300	M. & N.	May '70 3	
Cape Cod. ....50	5,545,600	-----	Central of New Jersey. ....100	15,000,000	J. & J.	Oct. '71 25	Stockbridge & Pittsfield. 100	448,700	-----	-----	
Cape May and Millville. ....50	5,000,000	M. & N.	May '71 3	Central Ohio. ....100	2,425,000	J. & D.	June '71 3	Summit Branch. ....50	250,000	F. & A.	Aug '71 3
Catawissa, pref. ....50	2,200,000	M. & N.	May '71 3	Central Ohio. ....100	400,000	J. & D.	Dec. '70 3	Syr., Bingham, and N.Y. 100	1,314,130	-----	-----
Cayuga & Susquehanna. *50	689,110	J. & J.	July '71 4	Chautauque. ....100	4,120,000	M. & S.	Sep. '66 3	Taunton Branch. ....100	400,000	J. @ D.	July '71 4
Cedar Rapids & Mo. pref. 100	753,000	M. & N.	May '71 3	Memphis and Charleston. 100	5,312,725	F. & A.	Dec. '70 2	Tennessee and Alabama. 100	595,922	-----	-----
Central of Georgia. ....100	4,666,300	J. & J.	July '70 7	Memphis and Ohio. ....100	570,000	-----	Terre Haute and Indiana. 100	1,988,150	J. & J.	July '71 6	
Central of New Jersey. ....100	15,000,000	J. & J.	Oct. '71 25	Metropolitan (Boston). ....100	1,250,000	J. & J.	July '71 5	Thirteenth and Fif. (Ph.). 50	1,150,000	J. @ J.	July '71 2
Central Ohio. ....100	2,425,000	J. & D.	June '71 3	Michigan Central. ....100	12,25,848	J. & J.	July '71 5	Tol., Peoria and Warsaw. 100	2,700,000	-----	-----
Do. pref. 100	400,000	J. & D.	Jun. '71 24	Middleboro' and Taunton. 100	149,029	J. & D.	July '71 5	Tol., Wabash and West. ....100	14,700,000	-----	-----
Cen. Park, N. & E. River. 100	970,000	-----	Mill Creek and Minehill. 50	400,000	A. & O.	Oct. '71 2	" pref. 100	1,000,000	M. & N.	May '70 3	
Cheshire, pref. ....100	380,000	J. A. J&O	Jan. '70 10	Millville and Glassboro. ....100	405,020	F. & A.	Feb. '71 5	Troy and Boston. ....100	607,111	-----	-----
Chicago and Alton. ....100	8,925,000	M. & S.	July '71 2	Min. & St. Paul. ....100	11,422,664	J. & J.	Dec. '70 7	Troy and Greenbush. ....100	274,400	J. & D.	Jun. '71 3
Chicago and Alton. ....50	2,425,400	M. & S.	Sept. '71 5	Milw. & St. Paul. ....100	10,424,903	J. & J.	July '71 5	Union Transport'n (Bos.). 100	200,000	M. & N.	Nov. '70 4
Chicago, Bur., & Quincy. ....100	16,590,210	M. & S.	Sept. '71 5	M. Hill & Schuylik. Haven. 50	3,856,490	J. & J.	July 18 5	Union (Phila.). ....100	291,475	J. @ J.	July '71 1
Chicago, Iowa & Nebra's. ....100	1,000,000	J. & J.	July '71 5	Mobile and Ohio. ....100	4,269,820	J. & J.	July '71 5	Utica and Black River. ....100	1,666,000	J. & J.	July '70 3
Chicago and Milwaukee. ....100	2,247,000	J. & D.	June '71 5	Montgomery & W. Point. 100	1,644,104	J. & D.	Dec. '70 2	Vermont and Canada. ....100	2,600,000	J. & D.	June '71 4
Chicago & N. Western. ....100	14,076,629	J. & D.	June '71 5	Morris and Essex. ....50	5,900,950	J. & D.	Jun. '71 3	Vermont Central. ....100	5,000,000	-----	-----
Do. pref. 100	20,370,293	A. & O.	Oct. '71 4	Mt. Carbon & Pt. Carbon. ....50	282,350	J. & J.	July 14 5	Vermont and Massach'tls. 100	2,860,000	J. & J.	July '71 2
Chicago, R. I. & Pacific. ....100	17,000,000	A. & O.	Oct. '71 4	Nashua and Lowell. ....100	720,000	M. & N.	May '71 5	Vicksburg and Meridian. 100	357,408	-----	-----
Cin., Ham. & Dayton. ....100	3,600,000	A. & O.	Apr. '71 4	Nashville & Chattanooga. 100	2,056,544	-----	-----	Virginia Central. ....100	5,353,079	-----	-----
Cin., Sand. & Clev. pref. ....50	428,646	M. & N.	Jan. '68 2	Naugatuck. ....100	1,818,000	F. & A.	Dec. '70 2	Virginia and Tennessee. 100	3,506,300	-----	-----
Citizens' Passenger (Phil.). 50	192,750	J. & J.	July '71 5	New Bedford & Taunton. 100	500,000	A. & O.	Apr. '71 4	Western Union. ....100	2,707,593	-----	-----
Clev., Col. & Ind. ....100	11,620,000	J. & A.	Aug. '71 3	New Haven & N. London. 100	738,538	J. & J.	Jan. '68 3	West Jersey. ....100	1,209,000	F. & A.	Aug. '71 5
Cleveland & Mahoning. ....50	2,056,750	M. & N.	May '71 3	New Haven & Northampton. 100	1,809,000	J. & J.	Aug. '71 3	West Philadelphia. ....100	249,100	J. & J.	July '71 5
Cleveland and Pittsburgh. ....50	7,494,580	F. M. A. N.	Aug. '71 2	New London Northern. 100	7,297,200	F. & A.	July '71 5	Wilm. and Weldon. ....100	1,463,775	J. & J.	Jan. 71 3
Cleveland and Toledo. ....50	5,000,000	J. & A.	Aug. '71 4	New N. London. 100	1,003,500	J. & J.	July '71 4	Winchester and Potomac. 100	-----	-----	-----
Columbus and Xenia. ....50	1,786,800	M. J. S. D.	Sept. '71 2	New N. London. 100	1,809,000	A. & O.	Oct. '71 4	Worcester. ....100	1,647,850	J. & J.	July '71 5
Concord. ....50	1,500,000	M. & N.	May '71 5	New York and Harlem. 100	8,500,000	J. & J.	July '71 4	Weston. ....100	204,000	-----	-----
Concord & Ports., guar. ....100	350,000	J. & J.	July '71 3	" pref. 50	1,500,000	J. & J.	July '71 4	W. Branch and Susq. ....50	1,647,850	J. & J.	Jan. 71 3
Coney Island & Brooklyn. 100	500,000	-----	Do. ....	1,200,000	J. & J.	July '71 3	Wyoming Valley. ....50	1,400,555	J. & J.	July '71 6	
Conn. & Passav. * pref. 00	2,084,200	F. & A.	Aug. '71 3	-----	-----	-----	-----	-----	-----	-----	-----
Connecticut River. ....50	1,700,000	J. & J.	July '71 5	Do. ....	2,000,000	J. & J.	July '71 3	-----	-----	-----	-----
Cumberland Valley. ....50	1,316,900	A. & O.	Apr. '71 4	North Carolina. ....100	4,000,000	A. & J.	July '70 3	-----	-----	-----	-----
Danbury and New'ln. ....50	400,000	-----	Do. ....	5,000,000	M. & N.	May '71 3	-----	-----	-----	-----	-----
Dayton and Michigan. ....100	2,400,000	-----	Do. ....	155,000	J. & D.	June '71 3	-----	-----	-----	-----	-----
Delaware. ....50	1,107,291	J. & J.	Jan. '71 3	Do. ....	3,068,400	J. & D.	June '71 4	Lehigh Coal and Navigat. 50	8,739,800	M. & N.	May '73 3
Del. Lackaw. & Western. ....100	16,277,500	J. & J.	Dec. '70 6	Do. ....	3,150,150	J. & D.	Feb. '71 5	Morria (consolidated). ....100	1,025,000	F. & A.	Sep. '71 1
Des Moines Valley. ....100	1,820,200	-----	Do. ....	2,384,400	J. & J.	Aug. '71 5	" (preferred). ....100	1,175,000	F. & A.	Sep. '71 3	
Detroit & Milwaukee. ....100	4,25,350	-----	Do. ....	3,051,800	J. & J.	July '71 3	Pennsylvania. ....100	4,300,000	-----	-----	
" pref. 100	2,085,000	-----	Do. ....	2,000,000	A. & O.	Oct. '71 4	Schuy. Navigation (cons.). 50	1,908,207	F. & A.	Feb. '67 6	
D. Dock, E. B'dw. & Bat. 100	1,200,000	F. M. A. N.	May '70 7	Do. ....	2,494,747	J. & D.	Jun. '71 2	" (pref.). ....50	2,888,977	F. & A.	Feb. '67 6
Dubuque											

## NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.	Payable.	WHEN PAYABLE.	Market Price.		Amounts outstanding.	Interest.	Payable.	WHEN PAYABLE.	Market Price.	
<b>National Securities Oct. 1, 1871.</b>												
Loan of June 14, 1858	registered	\$6,045,000	5	Jan. & July.	1874	105 $\frac{1}{2}$	Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	
..	coupons	13,955,000	5	"	1874	110	..—Defense Loan Bonds	3,651,398	6	"	1883	
Loan of February 8, 1861	registered	13,714,000	6	Jan. & July.	1880	117 $\frac{1}{2}$	..—Southern Relief Bonds	100,000	6	"	1873	
..	coupons	4,701,000	6	"	1880	118 $\frac{1}{2}$	Massachusetts—State Script	324,000	5	Jan. & July.	74-76	
Oregon War Bonds of March 2, 1861	coupons	945,000	6	Jan. & July.	1881	110	..	275,000	5	April & Oct.	78-74	
Loan of July 1, and Aug. 3, 1861	registered	124,800,500	6	Jan. & July.	1881	117 $\frac{1}{2}$	..	320,000	5	May & Nov.	72-80	
..	coupons	64,520,700	6	"	1881	118 $\frac{1}{2}$	..	133,000	6	June & Dec.	72-77	
Loan of Feb. 25, 1862	(5-20s)	registered	50,566,050	6	May & Nov.	1882	121 $\frac{1}{2}$	..—Union Fund Loan of 1861	3,000,000	5	Jan. & July.	71-76
..	coupons	380,765,750	6	"	1882	125	..—of 1863	600,000	5	"	177-78	
Loan of March 3, 1863	registered	53,352,650	6	Jan. & July.	1881	117 $\frac{1}{2}$	..—Coast Defense Loan	888,000	5	"	1883	
..	coupons	21,647,350	6	"	1881	118 $\frac{1}{2}$	..—Bounty Loan of 1863	200,000	5	"	1883	
Loan of March 3, 1864	(5-20s)	registered	2,597,600	6	May & Nov.	1884	115	..—of 1864	4,379,500	5	May & Nov.	1894
..	coupons	41,610,500	6	"	1884	116	..—(stg.)	4,000,744	5	"	1894	
Loan of June 30, 1864	(5-20s)	registered	41,995,700	6	May & Nov.	1884	115 $\frac{1}{2}$	..—War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1884
..	coupons	44,839,900	6	"	1884	116	..—Western R. R. Loan (stg.)	761,816	5	April & Oct.	1871	
Loan of March 3, 1865	(5-20s)	registered	120,662,800	6	May & Nov.	1884	115 $\frac{1}{2}$	..—T. & G. R. R. & Hoosac T. stg.	3,506,580	5	"	88-90
..	coupons	65,081,550	6	"	1884	116	..	966,500	5	"	91-98	
..	2d series (5-20s)	registered	163,685,800	6	Jan. & July.	1885	114 $\frac{1}{2}$	..—Southern Vermont R. R.	200,000	5	"	1890
..	coupons	91,037,800	6	"	1885	114 $\frac{1}{2}$	..—Eastern R. R.	50,000	5	Jan. & July.	1871	
..	3d series (5-20s)	registered	235,847,650	6	Jan. & July.	1887	114 $\frac{1}{2}$	..—Norwich & Worcester	400,000	6	"	1877
..	coupons	12,411,000	6	"	1887	114 $\frac{1}{2}$	..—Bos. Hartf. & Erie (stg.)	3,599,024	5	"	1900	
..	4th series (5-20s)	registered	26,931,900	6	Jan. & July.	1888	114 $\frac{1}{2}$	..	160,000	6	"	1878
..	coupons	155	6	"	1888	115	..—Two Million Loan Bonds	1,621,000	6	"	73-83	
Loan of March 3, 1864	(10-40s)	registered	137,810,100	5	Mar. & Sept.	1904	111 $\frac{1}{2}$	..—War and Bounty Loan Bonds	478,000	7	May & Nov.	1890
..	coupons	65,757,200	5	"	1904	111 $\frac{1}{2}$	..—Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	
Consols of July 14, '70 & Jan. 20, '71	registered	54,471,150	5	"	1881	114 $\frac{1}{2}$	..—State Building Loan Bonds	250,000	7	Jan. & July.	77-79	
..	coupons	7,955,350	5	"	1881	114 $\frac{1}{2}$	..—Sioux War Loan Bonds	100,000	7	May & Nov.	1872	
Consols	registered	..	4 $\frac{1}{2}$	"	1886	..	..—Railroad Loans Bonds	2,275,000	7	..	1883	
Consols	registered	..	4 $\frac{1}{2}$	"	1901	..	..—State Bonds (for banks)	2,000,000	6	Jan. & July.	41-71	
Dem. Cer. of Mar. 2, '67, and July 25, '68 (cur.)	27,490,000	..	Dem.	..	..	..	..—Interest Bonds of 1868	438,000	6	..	1888	
Navy Pension Fund of July 23, 1868 (cur.)	14,000,000	..	Irred.	..	..	..	..—Railroad Loans	2,727,000	6	Jan. & July.	74-76	
Certificates of Indebtedness 1870 (cur.)	678,000	..	..	..	..	..	..—South Pacific, guar.	13,112,000	6	"	1876	
Pacific R. R. Bonds (currency)	64,618,832	..	1875	..	..	..	..—Hannibal and St. Joseph	1,589,000	7	"	79	
U. S. Notes and Fractional Currency	394,660,231	..	6 Jan. & July.	95-99	114 $\frac{1}{2}$	..	..—(No Debt)	3,000,000	6	"	73-87	
<b>State Securities, latest dates.</b>												
Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	69	..	..—State Loan Bonds	500,000	15	Jan. & July.	1872	
..	.. (extended)	2,414,800	5	"	83-86	..	..—War Loan of July 1, 1861	899,200	6	"	71-78	
..	.. (sterling)	685,000	6	June 1.	1870	..	..—of Sept. 1, 1864	600,000	6	Mar. & Sept.	84-89	
..	.. ( " extended)	82,900	6	Jan. & July.	1886	..	..—of Oct. 1, 1865	1,000,000	6	April & Oct.	71-74	
..	.. ( " "	712,800	5	"	1886	..	..—of 1863 (free)	1,299,900	6	Jan. & July.	71-84	
..	.. (new)	1,316,700	8	"	86-88	..	..—of 1864	1,002,900	6	"	86-96	
Arkansas—State Bonds (refunded)	3,000,000	6	Jan. & July.	1899	58 $\frac{1}{2}$	..	..—Bonds	593,400	6	"	97-02	
..	(Aid R. R's.)	3,000,000	7	April & Oct.	1900	..	..—General Fund Stocks	1,478,000	7	"	1877	
California—Civil Bonds of 1857	2,133,000	7	Jan. & July.	1877	115	..	..—Bonds	21,089,000	7	"	100	
..	1860	123,500	7	"	1880	..	..—Fund & Co. Bonds '66-'68	1,910,082	6	J. A. J. & O.	pleas.	
Connecticut—War Bonds, of 1861, (10-20s)	5,927,000	6	April & Oct.	1884	101	..	..—Funding & Co. Bonds '66-'68	800,000	6	"	1878	
..	of 1863, (20s)	..	6	"	1885	..	..—Special Tax Bonds	348,000	5	"	pleas.	
..	of 1864, (10-20s)	5,927,000	6	"	1885	..	..—State Bonds for R. R. (old)	900,000	5	"	1875	
..	of 1865, (20s) free	..	6	"	1885	..	..—State Bonds for R. R. (new)	2,257,900	6	J. A. J. & O.	1872	
..	(various) registered	867,500	6	Jan. & July.	1898	..	..—Funding & Co. Bonds '66-'68	5,150,100	6	"	1873	
Florida—State Bonds 1868	300,000	6	Jan. & July.	1898	..	..	..—Canal Fund Stocks	2,099,000	6	"	1874	
..	..	200,000	6	"	1899	..	..—Inclined Plane Loan	473,000	6	"	1876	
Georgia—W. & At. R. R. 1841 to 1844	1,023,000	7	Various	71-72	84	..	..—Military Loan	1,06,420	5	April & Oct.	1874	
..	1842 to 1848	273,000	7	Various	72-74	92 $\frac{1}{2}$	..	..—State Stocks (old)	4,738,300	6	Jan. & July.	71-91
..	At. & Gulf R. R. 1858 to 1866	800,000	6	Feb. & Aug.	78-86	..	..—State Stocks (old)	2,625,000	6	April & Oct.	71-91	
..	Bonds (Act March 12, 1865)	3,700,000	7	Jan. & July.	1886	96 $\frac{1}{2}$	..	..—State Bonds for R. R. (new)	1,739,000	6	Jan. & July.	92-98
Illinois—Interest Bonds of 1847	980,696	6	"	1877	100 $\frac{1}{2}$	..	..—Funding & Co. Bonds '66-'68	2,800,400	6	April & Oct.	1869	
..	Stock of 1857	134,311	6	"	1877	100 $\frac{1}{2}$	..	..—Union Loan (Columbus)	1,821,400	6	Jan. & July.	1872
..	Refunded Stock Bonds	348,000	6	"	1877	..	..—Relief and Bounty Bonds	11,407,000	6	April & Oct.	1899	
..	Normal University Bonds	45,000	6	"	1879	..	..—Oregon—Relief and Bounty Bonds	1,284,317	6	Jan. & July.	1870	
..	Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	..	..—Pennsylvania—Redemption Loan of 1867	9,235,000	6	..	104	
Indiana—State Bonds	416,800	6	Jan. & July.	1879	..	..	..—Tennessee—State Bonds proper	1,766,975	6	May & Nov.	1871	
..	..	..	6	"	1886	..	..—(No Debt)	1,766,975	6	Jan. & July.	74-84	
Iowa—War and Defense Bonds of 1861	204,000	6	May & Nov.	1888	..	..	..—Vermont—War Loan Bonds	1,284,317	6	Jan. & July.	1870	
Kansas—State Bonds	300,000	6	Jan. & July.	1881	..	..	..—Rhode Island—War Bonds of 1862	1,000,000	6	..	104	
..	..	..	6	"	1881	..	..	..	..	..	..	
Kentucky—State Bonds of 1841-42	913,000	6	April & Oct.	17-17	99 $\frac{1}{2}$	..	..	..	..	..	..	
..	..	..	6	"	1899	..	..	..	..	..	..	
Louisiana—Charity Hospital	309,300	6	Various	76-78	92 $\frac{1}{2}$	..	..	..	..	..	..	
..	State Bonds, general	86,000	5	Mar. & Sept.	1872	..	..	..	..	..	..	
..	Railroad Bonds	750,000	6	Jan. & July.	1883	71	..	..	..	..	..	
..	..	..	6	"	1883	..	..	..	..	..	..	
..	Levee Bonds 1865	2,052,000	6	Various	79-06	69	..	..	..	..	..	
..	..	..	6	"	1886	..	..	..	..	..	..	
..	1867	1,000,000	6	May & Nov.	1897	71	..	..	..	..	..	
..	..	..	6	"	1897	71	..	..	..	..	..	
..	1870	4,000,000	8	Mar. & Sept.	1875	85	..	..	..	..	..	
..	..	..	8	"	1875	85	..	..	..	..	..	
..	Funded coupons 1866	997,300	6	Jan. & July.	86-88	..	..	..	..	..	..	
..	..	..	6	"	1880	..	..	..	..	..	..	
..	Funded Floating Debt	3,000,000	6	May & Nov.	1910	62	..	..	..	..	..	
..	..	..	7.3	Mar. & Sept.	1899	..	..	..	..	..	..	
..	Ship Canal Bonds of 1869	474,000	6	June & Dec.	1899	..	..	..	..	..	..	
..	..	..	7.3	"	1899	..	..	..	..	..	..	
..	Penitentiary Bonds of 1869	500,000	7	"	1899	..	..	..	..	..	..	
..	..	..	7	"	1899	..	..	..	..	..	..	
..	N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92 $\frac{1}{2}$	..	..	..	..	..	
..	..	..	8	"	1909	92 $\frac{1}{2}$	..	..	..	..	..	
..	State Bonds	301,000	6	Various	75-78	..	..	..	..	..	..	
..	..	..	6	"	1871	..	..	..	..	..	..	
..	..	..	6	"	1871	..	..	..	..	..	..	
..	..	..	6	"	1883	..	..	..				

## AMERICAN RAILROAD BOND LIST.

Asterick (\*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Adirondack:												
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	Buffalo, Corry and Pittsburg:	\$100,000	7	Jan. & July.	New York.	1886
Alabama and Chattanooga:							1st Mortgage (B. C. & P. of Pa.)	600,000	7	"	"	1886
1st Mortgage, guar. by Ala. gold	16,000pm	6*	Jan. & July.	New York.	1889	....	1st Mort. (Buff. & O.C. Cross-cut)					
2d Mortgage.....	9,000pm	8	"	"	1889	....	Buffalo, New York and Erie:					
Alabama and Georgia:							1st Mortgage.....	2,000,000	7	June & Dec.	New York	1877
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	2d Mortgage.....	380,000	7	May & Nov.	"	1873
Albany and Susq. (D. & H. Canal):							Burlington, Cedar Rapids & Minn.					
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	....	1st Mortgage conv. & skg f'd. gold	20,000pm	7*	May & Nov.	New York.	1919
2d Mortgage, 1865.....	2,000,000	7	April & Oct.	"	1885	93	Burlington and Missouri River:					
2d Mortgage, 1866.....	175,000	7	May & Nov.	"	1881	....	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875
Albany City Loan, 1865.....	1,000,000	6	"	"	1895	....	Stock Bonds "	1,999,380	8	"	"	1878
Allegheny Valley:							Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879
1st General Mortgage, 1866.....	4,000,000	7.3	Jan. & July.	New York.	1890	94	Stock Bonds "	1,246,800	8	Jan. & July.	"	1889
1st Mortgage, Eastern Extension	48,000	7	.....	.....	.....	....	1st Mort. (Branch) bonds.....	900,000	8	"	"	1894
Special Bonds to State of Penn.	3,500,000	5	.....	.....	.....	....	1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893
American Central (C. B. & Q.):							Burlington & Mo. Riv. in Neb.:					
1st Mortgage, traffic guar. 1868.....	800,000	8	Jan. & July.	New York.	1878	....	1st Mort. for \$5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894
Androscoggin:							Californian Pacific:					
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889
Andros & Kennebec (Maine C.):							Camden and Amboy:					
1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	190-191	86	Sterling Bonds, £288,600 @ 4.84.	1,396,624	6*	April & Oct.	London.	1880
Atchison, Topeka and Santa Fe:							Dollar Loan of 1875.....	675,000	6	"	New York.	1876
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	90	Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883
Atlanta and Richmond Air Line:							Dollar Loan of 1889.....	866,000	6	March & Sept.	"	1889
1st Mortgage tax free, 1870.....gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Consolidated Loan:	4,929,200	6	June & Dec.	"	1889
Atlanta and Great Western:							Stirling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....	Dollar (United Co's) Loan.....	154,000	6	"	New York.	1894
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	"	'81-'82	....	Camden and Atlantic:					
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	1st Mortgage of 1853.....	490,000	7	Jan. & July.	Philadelphia.	1873
Atlantic and Gulf:							2d Mortgage of 1854.....	500,000	7	April & Oct.	"	1879
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	Camden and Burlington County:					
Atlantic, Mississippi and Ohio:							1st Mortgage of 1865.....	308,000	6	Feb. & Aug.	Philadelphia.	1897
1st Mortgage on whole line.....	15,000pm	7	.....	New York.	1901	....	Carthage & Burlington (C. B. & Q.):					
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879
Atlantic and Pacific:							Catawissa:					
Land Mort. (500,000 acres)....gold	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882
1st Mortgage (So. Pacific)....gold	7,250,000	6*	"	"	1888	....	Cedar Falls and Minnesota (Ili. C.):					
Atlanta and St. Lawrence:							1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884
Portland City Loan (skg fund) ..	825,000	6	Various.	B. & N. Y.	1871	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	"	1907
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	Cedar Rapids & Mo. Riv. (C & N.W.):					
Sterling Loan of 1864 (5-20s).....	885,500	6*	"	London.	1884	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	'91-'92
Bald Eagle Valley (Penn. R. R.):							Central Branch Union Pacific:					
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mort. (Atch. & Pike's P.)....gold	1,600,000	6*	Mav & Nov.	New York.	1895
2d Mortgage.....	100,000	7	"	"	1884	....	2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	"	1896
Baltimore and Ohio:							Central of Georgia:					
Loan of 1855, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	96	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875
Loan of 1856.....	579,500	6	"	"	1880	95	Central of New Jersey:					
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	95	1st Mort. conv. & tax free....gold	16,000pm	7*	Jan. & July.	New York.	1899
Loan of 1870.....sterling	3,872,000	6*	March & Sept.	London.	1895	....	2d Mortgage.....	254,000	7	May & Nov.	New York.	1875
Sterling Loan of 1864 (5-20s).....	484,000	6*	May & Nov.	"	1878	....	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	"	1890
Baltimore and Potomac:							Central Ohio (B. & O.):					
1st Mort. of '69 for \$3,000,000 g'd.....	6*	Jan. & July.	New York.	1899	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	
Bangor and Piscataquis:							Central Pacific of California:					
1st Mortgage (Bangor) loan .....	581,000	6	April & Oct.	Bangor.	1890	....	1st Mortgage.....	26,010,000	6*	Jan. & July.	New York.	'95-'99
Barclay Coal:							Subordinate Loan (Int. by State)	1,500,000	7*	"	"	102
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	....	Convertible bonds.....	1,500,000	7*	"	"	101
Bay City and East Saginaw:							Income bonds.....	10,000,000	....			
1st Mort. guar. by F. & M. R. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Charleston and Savannah:					
Bay de Noquet and Marquette:							1st Mortgage guar. by S. Car. ....	505,000	6	May & Nov.	Charleston.	1870
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	Charlotte, Columbia & Augusta:					
Belfast and Moosehead Lake:							1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880
1st Mort. guar. by M. C. Co. gold	150,000	6*	May & Nov.	Portland.	1890	....	1st Mort. (Col. & Aug. 85 m.)	371,500	7	"	"	1890
Bellefontaine & Ind. (C. C. C. & Ind.):							1st Mortgage (consol. 195 m.)	786,000	7	"	"	1895
1st Mortgage.....	637,000	7	Jan. & July.	New York.	'70-'90	....	Cheraw and Darlington:					
Bellefonte and Snow Shoe:							1st Mortgage.....	150,000	7	April & Oct.	Charleston.	1870
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	2d Mortgage.....	75,000	7	Jan. & July.	"	1879
Beloit and Madison (C. & N. W.):							Cherry Valley, Sharon & Albany:					
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	....	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890
Belvidere Delaware:							Chesapeake and Ohio:					
1st Mortgage { guaranteed by }	1,000,000	6	June & Dec.	New York.	1877	....	Consol. sinking fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900
2d Mortgage { Camden and }	499,500	6	March & Sept.	Princeton.	1885	....	1st Mort. (Va. Cen. R. R. 205 m.)....	100,000	6	Jan. & July.	"	1880
3d Mortgage { Amboy. }	745,000	6	Feb. & Aug.	"	1887	....	2d Mort. ( " )....	186,500	6	"	"	1872
Blue Ridge, (S. Car.):							3d Mort. ( " )....	901,000	6	"	"	1884
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Income.....	300,000	8	"	"	1876
Boston, Clinton and Fitchburg:							Cheshire:					
1st Mortgage (Agricultural Br.):	400,000	6	Jan. & July.	Boston.	1884	....	Plain bonds.....	771,000	6	Jan. & July.	Boston.	'75-'80
Equalization or consol. bonds..	248,000	6	"	"	....		Chester Creek:					
2d Mortgage of 1869-'70.....	152,500	7	"	"	1899	....	1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903
Boston, Concord and Montreal:							Chester & Chicago Br. Junction:					
1st Mort. (Conc. to War. 71 m.):	13,000	7	Feb. & Aug.	New York.	1865	....	1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877
2d Mort. conv. (1st M. on 22 <sup>1</sup> / <sub>2</sub> m.):	150,000	6	Jan. & July.	Boston.	1870	....	Chester and Tamaroa:					
2d Mort. conv. (1st M. on 22 <sup>1</sup> / <sub>2</sub> m.):	200,000	7	"	New York.	1870	....	1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901
Sinking Fund Mortgage.....	507,000	6	"	Boston.	1889	92	2d Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877
Boston, Hartford and Erie:							1st Mortgage.....	308,000	7	May & Nov.	New York.	1877
1st Mortgage (old).....	250,000	7	March & Sept.	Boston.	1884	....	1st Mortgage.....	2,400,000	7	Jan. & July.	"	106
1st Mortgage (new) for \$20,000,000	17,000,000	7	Jan. & July.	"	1899	27	1st Mortgage.....	1,100,000	7	April & Oct.	"	1883
1st Mortgage (new) guar. by Erie	3,000,000	7	"	New York.	1899	....	2d Mortgage Income.....					
Mass. Loan (secured by 1st m. b.):	3,000,000	7	"	"	1899	....	Chicago, Burlington and Quincy:					
Boston and Lowell:							Trust Mortgage skg fund.....	2,876,000	8	Jan. & July.	New York.	1883
Convertible bonds.....	55,000	6	Jan. & July.	Boston.	1873	....	Trust Mortgage, skg fund conv. ....	150,000	8	"	"	1883
Scrip certificates.....	330,000	3	January.	"	1873	....	Trust Mortgage.....	400,000	7	April & Oct.	"	1890
Wharf purchase bonds.....	200,000	6	April & Oct.	"	1879	....	2d Mort. (4 p.c. after Jul. '75)....gold	941,000	4 <sup>1</sup>	July.	Frankfort.	1890
Brunswick and Albany:							American Cen. R. R. (57 m.)....guar.	738,002	8	Jan. & July.	New York.	1878
1st Mort. endorsed by Ga. ....gold	3,690,000	6*	April & Oct.	New York.	1908	....	Carthage & Bur. R. R. (30 m.)....guar.	600,000	8	May & Nov.		

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:												
1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	...	Columbus and Hocking Valley:					
Chicago, Danville and Vincennes:							1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	87½	2d Mortgage.....	118,000	7	Jan. & July.	"	1880
Chicago, Dubuque & Minnesota:							Columbus, Springfield and Cln.:					
1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	...	1st Mortgage for \$1,000,000.....		7	.....	New York.	18—
Chicago and Illinois Southern:							Columbus and Xenia:					
1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	...	1st Mortgage.....	302,000	6	March & Sept.	New York.	1890
Chicago, Iowa and Nebraska:							Concord and Claremont:					
2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	95	1st and 2d Mortgage.....	374,000	6	.....	Boston.	Due.
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	"	1892	...	Connecticut and Passumpsic Riv.:					
Chicago & Milwaukee(C. & N.W.):							1st Mortgage skg fund, 1856.....	455,800	6	June & Dec.	Boston.	1876
1st Mortgage on 45 miles guar.....	397,000	7	May & Nov.	New York.	1874	...	Notes payable, coupon tax free.....	559,429	7	"	"	92½
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	"	1898	...	Connecticut River:					100%
Chicago and Northwestern:							1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	100	Connecticut Western:					
Interest (P'ded coup.) b'ds (193m.)	755,000	7	May & Nov.	"	1883	92	1st Mortgage.....	81,500	7	.....	Hartford.	18—
1st Mortgage General (193 m.) .....	3,588,000	7	Feb. & Aug.	"	1886	98½	Connecting (Philadelphia):					
1st Mortgage, Appleton Ext. ....	184,000	7	"	"	1885	...	1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890
1st Mortgage, Green Bay Ext. ....	300,000	7	"	"	1883	...	Contoocook River:					
Equipment Mortgage.....	101,000	7	April & Oct.	"	1874	...	1st Mortgage.....	30,000	6	.....	Boston.	18—
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	"	1852	...	2d Mortgage.....					
2d Mort. (Mil. & Chi. R. R.)	948,000	7	May & Nov.	"	1875	...	Coon Bluff & St.J.(K.St.J. & C.B.):					
Miss. Riv. Bridge ( " )	200,000	7	Jan. & July.	"	1884	...	1st Mortgage.....	500,000	7	Jan. & Juily.	New York.	1880
1st Mort. (Elgin and State Line).....	135,000	7	"	"	1873	...	2d Mortgage.....	150,000	10	"	"	1872
1st Mortgage (Peninsula).....	767,000	7	March & Sept.	"	1898	...	Covington and Lex. (Ky.Cen.):					
Consol. skg fund Mort. (800 m.).	2,500,000	7	May & Nov.	"	1915	93½	1st Mortgage March 1862.....	120,000	7	March & Sept.	New York.	1872
Equipment Mortgage.....	275,000	10	"	"	1871	...	2d Mortgage March 1863.....	844,000	7	"	"	1883
1st Mort. (Chic. & Mil. R.R.) 45m.	397,000	7	May & Nov.	"	1874	...	3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1886
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	"	1874	...	Cumberland Coal and Iron:					
3d Mort. ( " ) 40m.	10,500	7	June & Dec.	"	1898	...	1st Mortgage of March 1866.....	803,500	6	March & Sept.	New York.	1891
1st Mort. (Chi. & Mil.R.W.) 85m.	1,185,000	7	Jan. & July.	"	1898	...	2d Mortgage of May 1, 1868.....	770,600	6	May & Nov.	"	1888
1st Mort. (Bel & Mad.R.R.) 46m.	533,000	7	"	"	1888	...	1st Mort. (George's Cr.) assumed.....	98,600	6	June & Dec.	"	1881
1st Mort. (Mad.Exten.) 120 m. g'd	3,150,000	7*	April & Oct.	"	1911	...	Cumberland Valley:					
1st Mort. (Men.Exten.) 120 m. g'd	2,700,000	7	Jan. & July.	"	1911	...	1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904
Chicago & Mich. Lake Shore:							2d Mortgage.....	109,500	8	"	"	1908
1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	...	Plain bonds.....	81,500	8	Jan. & July.	"	1884
Chicago, Pekin & Southwestern:							Danbury and Norwalk:					
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1891	...	1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York.	1880
Chicago, Rock Island and Pacific:							1st Mortgage of 1869.....	200,000	7	"	"	1890
1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	10½	Danv., Hazleton & Wilkesbarre:					
Chi. & Southwes'n'C.R.I. & Pac.):							1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	Philadelphia.	1888
1st Mort. guar. and tax free gold	5,000,000	7*	May & Nov.	New York.	1889	...	1st Mort. of June 1868.....					
Chillicothe & Brunswick (N.Mo.):							1st Mortgage of June 1870.....	20,000pm	7	June & Dec.	New York.	1890
1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	...	Dayton and Michigan:					
Cincinnati, Balt. (Mar. & Cin.):							1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884
1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18—	...	2d Mortgage.....	642,000	7	March & Sept.	"	1879
Cincinnati, Hamilton and Dayton:							3d Mortgage.....	700,000	7	April & Oct.	"	1888
1st Mort. of 1868 extended.....	1,250,000	7	May & Nov.	New York.	1880	...	Toledo Depot bonds.....	169,500	7	March & Sept.	"	1871
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	...	Dayton and Union:					
3d Mortgage of 1867, skg fund.....	282,000	8	June & Dec.	"	1877	...	1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879
Cine. and Indiana (C. Laf. & Chi.):							2d Mortgage.....	135,000	7	June & Dec.	"	1879
1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	...	Income Bonds.....	252,445	6	"	"	1879
Cincinnati and Indianapolis Junc.:							Dayton and Western:					
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	...	1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905
2d Mortgage.....	500,000	7	March & Sept.	"	1893	...	1st Mortgage.....	433,000	6	"	"	1905
1st Mortgage (Newcastle Br.) .....	250,000	7	June & Dec.	"	1884	...	Decat'r & E. St.Louis(T. W. & W.):					
Cincinnati, Lafayette and Chi.:							1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890
1st Mortgage.....gold	20,000pm	7*	March & Sept.	New York.	1901	...	Decatur, Sullivan and Mattoon:					
Cin. and Martinsville (C. & Laf.):							1st Mortgage.....	500,000	8	March & Sept.	New York.	1901
1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	...	Delaware:					
Cincinnati, Richmond & Chicago:							1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875
1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	...	2d Mortgage.....	170,000	6	"	"	1876
Cincinnati, Sandusky and Clev.:							Guaranteed Bonds.....	100,000	6	"	"	1875
1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1890	84	Exten. (Seat to Delmar) bonds.....	100,000	6	"	"	1880
1st Mort. (San. Day. and Cin.):	988,000	6	Feb. & Aug.	Boston.	1900	77	Delaware, Lackaw. & Western:					
1st Mort. (San. City and Ind.):	350,000	7	March & Sept.	"	1877	91	1st Mort. (Lack. & Western).....	564,000	7	Jan. & July.	New York.	1871
Cincinnati and Zanesville:							1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	"	1875
1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	...	2d Mort. (General).....	1,633,000	7	March & Sept.	"	1881
Clev., Col. and Cinc. (C. C. & I.):							Denver Pacific:					
1st Mortgage \$25,000 a year.....	365,000	7	June & Dec.	New York.	171-784	...	1st Mortgage (Land grant)....gold	2,500,000	7*	May & Nov.	New York.	1897
Clev., Col., Cin. & Indianapolis:							1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877
1st Mortgage sinking fund.....	2,004,000	7	May & Nov.	New York.	1899	...	1st Mortgage Land grant.....	4,690,000	8	"	"	1898
1st Mort. (C., U. and C. R.):	365,000	7	June & Dec.	"	71-784	...	Income Bonds.....	462,000	7	Jan. & July.	"	1884
1st Mort. (Bell. and Ind. R.R.):	646,000	7	Jan. & July.	"	70-795	...	Detroit, Hillsdale and Indiana:					
Cleveland and Mahoning:							1st Mort. (16,000 p. m.)....guar.	564,000	7	Jan. & July.	New York.	1871
1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	...	1st Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	"	1875
3d Mortgage sinking fund.....	664,500	8	March & Sept.	"	1876	...	2d Mort. (General).....	1,633,000	7	March & Sept.	"	1881
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	"	1881	...	Dayton, Hillsdale and Indiana:					
1st Mort. for \$1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	...	1st Mort. convertible.....	2,500,000	7	May & Nov.	New York.	1875
Clev., Painesv. & Ash. (L. Shore):							2d Mortgage.....	1,000,000	8	"	"	1875
1st Mortgage Sunbury and Erie.							1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875
2d Mortgage (registered).....	500,000	7	Jan. & July.	New York.	1874	97½	2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875
3d Mortgage.....	1,000,000	7	"	"	1880	...	Bonds of June 30, 1866, (cond.).....	1,916,639	6	"	"	1886
Colebrookdale:							Bonds of Sept. 6, 1866.....	300,000	6	March & Sept.	New York.	1886
1st Mort. guar. by Ph. and Rdg.							Sterling (Oakl. & Ottawa R. R.).....	150,867	6*	May & Nov.	NY & London.	1873
Columbia and Augusta(C. C. & A.):							Detroit, Mon. & Tol. (M.S & N.I.).....	51,000	7	"	New York.	1873
1st Mortgage on 85 miles.....	371,500	7	Jan. & July.	New York.	1890	...	1st Mortgage Aug. 1, 1866.....	92,400	7	Feb. & Aug.	New York.	1876
Columbus Chicago & Ind. Cent.:							1st Mortgage.....	150,000	7	April & Oct.	New York.	1878
1st Mortgage Consol. skg fund.....	15,000,000	7	April & Oct.	New York.	1898	89½	1st Mortgage.....	100,000	7	Jan. & July.	"	1878
2d Mortgage Consol. skg fund.....	5,000,000	7	Jan. & July.	"	1909	72	2d Mortgage.....	250,000	8	Feb. & Aug.	"	1886
2d Mortgage.....	821,000	7	Jan. & July.	New York.	1896	...	Dixon, Peoria & Han.(C.B. & Q.):					
3d Mortgage bonds.....	1,248,000	7	May & Nov.	New York.	1881	...	1st Mortgage, traffic guarantee.....	800,000	8	Jan. & July.	New York.	1890
1st Consol. bonds.....							Dubuque, Bellevue and Miss.:					
1st Mort. (Junc. R. R.):							1st Mortgage.....	1,000,000	8	April & Oct.	New York	

## AMERICAN RAILROAD BOND LIST.

Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Dubuque and Sioux City:						Grand River Valley (Mich. C.)	\$1,000,000	8	Jan. & July.	New York.	1886
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	1st Mortgage, guaranteed.....	500,000	8	April & Oct.	"	1888
1st Mortgage (construction).....	600,000	7	"	"	1894	2d Mortgage, guaranteed.....	500,000	8	"	"	104
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888	Greenville and Columbia:					
Dutchess and Columbia:						1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	1st Mortgage not guaranteed.....	376,766	7	"	"	'81-'86
East Brandywine & Waynesburg:						Greenwich and Johnsonville:					
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889
2d Mortgage.....	35,000	8	"	"	1873	Hackensack & New York (Erie):	62,000	7	Jan. & July.	New York.	1872
East Pennsylvania (Ph. & Rdg.):	495,000	7	March & Sept.	Philadelphia.	1888	1st Mortgage.....	129,100	7	May & Nov.	New York.	1889
1st Mortgage, guar. Skg Fund.						Hannibal and Naples:					
East Tenn. & Georgia (E.T.V.&G.):	640,000	6	Jan. & July.	New York.	1880	1st Mortgage of Nov. 1, 1868.....	675,000	7	May & Nov.	New York.	1898 89
1st Mortgage.....	136,400	7	"	"	1876	1st Mortgage guaranteed.....	15,000pm	7	Jan. & July.	New York.	1890
Interest bonds (funded coupons).....						Hannibal and St. Joseph:					
East Tennessee, Virginia & Ga.:						Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1871 94
1st Mortgage, consol. skg fund.	3,500,000	7	Jan. & July.	New York.	1900	Mo. State Loan, 1855.....	1,500,000	6	"	"	1885
Eastern Mass.:						Six years Mortgage bonds.....	69,000	10	"	"	1872
State Loan (1st Lien) \$60,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	Three years' notes.....	810,000	8	"	"	1873
Loan of 1862, sterling.....	583,000	6	Jan. & July.	London.	1872	Five years' notes.....	1,024,300	8	"	"	1875
Loan 1854, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	Fifteen years' bonds.....	1,209,500	8	"	"	1885 96
Loan of 1865.....	160,000	6	April & Oct.	"	1885	1st Mort. (Q. and Palmyra R.R.)	1,000,000	8	Feb. & Aug.	"	1892
Loan of 1868.....	1,000,000	6	March & Sept.	"	1888	1st Mort. (Kan. City & Cam.R.R.)	1,200,000	10	Jan. & July.	"	1892
Loan of 1869.....	500,000	6	May & Nov.	"	1889	Land Mortgage.....	1,503,700	7	April & Oct.	"	1888
Essex Railroad 1st Mortgage.....	194,000	6	Jan. & July.	"	1876	Convertible Mortgage.....	5,600	7	Jan. & July.	"	1888
Western Shore (Md.):						Hanover Branch (Mass.):					
1st Mortgage.....	400,000	6	Jan. & Ju'y.	Baltimore.	1880	1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889
2d Mortgage.....	180,000	6	April & Oct.	"	1886	Harlem Extension:					
Elizabethtown and Paducah:						1st Mortgage of Jan. 1, 1870.....	4,000,000	7	Jan. & July.	New York.	1890
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	Harrisburg & Lancaster (Pa. R.R.):					
Elmira and Williamsport (N.Cen.):						1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883 93
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	Hartford and New Haven:					
Income Mortgage.....	570,000	5	May & Nov.	"	1872	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873
Real Estate (Elmira) bond.....	50,000	7	.....	"	1883	Hartford, Providence and Fishkill:					
Erie Railway:						1st Mort. (R. Island 26.32 m.).....	481,000	7	Jan. & July.	Providence.	1876
1st Mortga.....	3,000,000	7	May & Nov.	New York.	1877	1st Mort. (Connecticut 96.04 m.).....	1,574,500	7	Jan. & July.	Hartford.	1876
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1879	Hastings and Dakota:					
3d Mortgage.....	6,000,000	7	"	"	1883	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1883	Hempfield:					
5th Mortgage convertible.....	926,000	7	June & Dec.	"	1888	1st Mortgage (part collateral).....	1,000,000	6	Jan. & July.	Philadelphia.	1872
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	"	1891	Housatonic:					
Sterling Loan (£1,000,000) corv.:	4,544,400	6	March & Sept.	London.	1875	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877
Erie and Pittsburg (Penn.):						2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	3d Mortgage of 1869.....	50,000	7	April & Oct.	"	1889
2d Mortgage.....	153,000	7	March & Sept.	"	1890	Houston and Texas Central:					
Consolidated Mortgage tax free:	1,674,000	7	Jan. & July.	"	1893	1st Mortgage L.G. skg fund gold	3,400,000	7*	Jan. & July.	New York.	1891
Europe & North American:						Hudson River (N.Y. Cen. & H.R.):					
Bgor L'n, 1st on 65m & 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870
1st m. R.R. L'd/B to Win 45 m.	2,000,000	6*	"	"	1899	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885 104
Evansville and Crawfordsville:						3d Mortgage.....	180,000	7	May & Nov.	"	1875
1st Mortgage (Ev. & Ill. R.R.):	350,000	7	Jan. & July.	New York.	1889	Huntington and Broad Top Mt.:					
1st Mortgage (Ev. & Chi. R.R.):	740,000	7	May & Nov.	"	1890	1st Mort. (extended 1870 to 1890).....	416,000	7	April & Oct.	Philadelphia.	1890 103
1st Mort. (Rockville Extension):	150,000	7	Feb. & Aug.	"	1881	2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875 86
Consolidated Mortgage.....					1889	1st Mortgage (Consol.).....	1,069,000	7	April & Oct.	"	1895 48
Evansville, Henderson & Nashv.:						Illinois Central:					
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897	1st Mortgage Construction.....	3,000,000	7*	April & Oct.	New York.	1875 103
Fall River, Warren & Providence:						1st Mortgage Construction.....	332,000	6*	"	"	1875
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	Redemption currency.....	2,500,000	6	"	"	1890
Flemington (Belv. Del.):						Illinois & South. Iowa (T. W. & W.):					
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	1st Mortgage (L.G. skg fund gold)	2,500,000	6*	"	"	
Flint and Pere Marquette:						1st Mortgage (L. C. & L.):	1,539,500	7	April & Oct.	New York.	1888
1st Mortgage L. G., 1st mort. ....	267,000	7	May & Nov.	New York.	1880	1st Mortgage (L. C. & L.) 179 m. ....	2,770,000	7	Feb. & Aug.	"	1897
1st Mortgage L. G., 2d mort. ....	319,000	7	Jan. & July.	"	1887	1st Mortgage (L. C. & L.) 179 m. ....	1,566,000	7	"	"	1899
1st Mortgage L. G., 3d mort. ....	1,200,000	8	March & Sept.	"	1888	1st Mortgage (Cin. and Ind.):	500,000	7	"	"	1893
F. & Holly R. R. b'ds (\$25,000 a yr):	500,000	10	May & Nov.	"	1888	1st Mortgage.....	1,500,000	7	Jan. & July.	"	1888
Fushing & North Side (L. L.):						1st Mortgage.....	1,500,000	7*	Feb. & Aug.	New York.	1882 85
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	Indianapolis, Cin. and Lafayette:					
Fonda, Johnsto'n & Gloversville:						1st Mortgage (Ind. & Cin.) 95 m. ....	1,539,500	7	April & Oct.	New York.	1888
1st Mortgage.....	300,000	7	.....	New York.	1889	1st Mortgage (L. C. & L.) 179 m. ....	2,770,000	7	Feb. & Aug.	"	1897
Ft. W. Jackson & Sag. (Mich. C.):						Redemption, sterling.....	1,566,000	7	"	"	1899
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889	Illinois & South. Iowa (T. W. & W.):					
Ft. W. Muncie & Cin. (W. J. & S.):						1st Mortgage (Cin. and Ind.):	300,000	7	Feb. & Aug.	New York.	1882
1st Mortgage guaranteed..... gold	1,800,000	7*	Jan. & July.	New York.	1889	1st Mortgage.....	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900
Galena & Chic. Union (C. & N. W.):						1st Mortgage, conv. .... gold	5,000,000	7*	April & Oct.	New York.	1909
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	2d Mortgage.....	1,500,000	8	"	"	1890
985,000	7	May & Nov.	"	"	103	2d Mortgage.....	300,000	8	"	"	
200,000	7	Jan. & July.	"	"	1875	1st Mortgage.....	1,539,500	7	April & Oct.	New York.	1888
Miss. River Bridge bonds.....					1884	1st Mortgage.....	2,770,000	7	Feb. & Aug.	"	1897
Georgia:						1st Mortgage (May 1, 1862).....	397,000	7	May & Nov.	New York.	1882
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	"71-'86	1st Mortgage (P. F. W. & C.):					
Goshen and Deckertown (Erie):						1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889	2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	"	1889
Gr. Rapid & Indiana (P.F.W. & C.):						1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879
1st Mortgage guar half yr. .... gold	4,000,000	7*	Jan. & July.	New York.	1893	2d Mortgage assumed.....	300,000	8	May & Nov.	"	1880
1st Mortgage half year.... gold	4,000,000	7*	April & Oct.	"	1899	Iowa Falls & Sioux City (Ill. Cen.):					
Grand Trunk (Ca.):						1st Mortgage of April 1, 1869.....	2,960,000	7	April & Oct.	New York.	1899
1st Preference Bonds £2,703,325.	13,516,625	5*	Jan. & July.	London.	1878	1st Mortgage of April 1, 1869.....	1,495,000	8	Jan. & July.	New York.	1885 100
2d Preference Bonds £1,610,264.	8,051,320	4*	"	"	1878	2d Mort. of 1868 for \$500,000....	100,000	8	March & Sept.	"	1888 100
3d Preference Stock £758,510....	3,722,550	4*	"	"	1878	Consolidated Mort. for \$3,000,000....	8	May & Nov.	"	1890 99	
4th Preference Stock £6,571,210....	27,855,605	4*	"	"	1878	Jamest' & Frank (L.S. & M. So.):					
Equipment Bonds £610,480....	3,062,400	6*	April & Oct.	"	1876	1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897
Postal & Military b'ds £1,200,000....	6,000,000	6*	Feb. & Aug.	"	1877	2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894
Provincial Debentu' £3,111,500....	15,537,500	4*	"	"	1878	1st Mortgage.....	204,000	7	Jan. & July.	New York.	1887
Great Falls and Conway:						1st Mort. (Hawley Section 8 m.).....	96,000	7	"	"	1889
1st Mortgage.....	200,000	6	Jan. & July.	Boston.	1878	1st Mort. (Carbendale Sec. 38 m.).....	2,000,000	7	"	"	1889
Great Western (Canada):						2d Mortgage assumed.....	2,107,000	7	April & Oct.	New York.	1873
Perpetual Debentures.....	227,273	5*	&	London.	1878						
Mortgage Bonds.....	2,076,176	4*	&	"	"71-'73						

## AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Jeffersonville, Madison & Indiana:						Lehigh Valley:					
1st Mortgage of Oct. 1, 1866.....	\$2,107,000	7	April & Oct.	New York.	1896	1st Mort. of 1858 .....	\$963,000	6	April & Oct.	Philadelphia.	1872
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	"	"	1910	1st Mort. of 1868 (coup'd reg.), free	3,343,000	6	June & Dec.	"	1898
1st Mortgage (Ind & Mad.) guar.	297,000	7	May & Nov.	"	1882	1st Mort. of '70 (reg.) for \$6,000,000	1,050,000	7	"	"	1900
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	"	1873	1st Mort. (Hazleton R.R.) of 1862	182,000	6	April & Oct.	"	1872
Louisville Loan (Jefferson R.R.)	74,000	6	"	"	1882	Lewey's Island (S. C. & P.):					
Joliet and Chicago (C. & Alton):						1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	Little Miami & Colum. & Xenia:					
Joliet & Northern Ind. (Mich. C.):	800,000	8	Jan. & July.	New York.	1874	1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883
1st Mortgage, guaranteed.....						Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880
Junction (Cin. & Indianapolis):						1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.	1890
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	1st Mortgage (D. & Western).....	275,000	7	Jan. & July.	"	1905
2d Mortgage.....	800,000	7	March & Sept.	"	1893	1st Mortgage ( " ).....	433,000	6	"	"	1906
1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	"	1884	Little Rock and Fort Smith:					
Junction, Philadelphia:						1st Mortgage for \$3,500,000 gold					
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	Little Rock, Pine Bluff & N. O.:					
2d Mortgage.....	300,000	6	April & Oct.	"	1900	1st Mortgage.....					
Junction and Breakwater:						1st Mortgage (P. & Rdg.):					
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877
Kalam, Alleg. & Gr. R. (L.S. & M.S.):						Logansport, Crawf. & S'w'rs Ind.:					
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	1st Mortgage.....	1,500,000	8	J. A. J. O.	New York.	1890
Kalamazoo & S. Haven (M.Cen.):						Long Branch and Sea Shore:					
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	200,000	6	Jan. & July.	New York.	1889	
Kalam. & Three Riv. (L.S. & M.S.):						Long Island:					
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875
Kalam. & W. Pigeon (L.S. & M.S.):						1st Mortgage (Extension).....	175,000	7	Feb. & Aug.	"	1890
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	1st Mortgage (Glen Cove Br.):	150,000	6	May & Nov.	"	1893
Kansas City and Santa Fe:						General Mortgage of 1869.....	775,000	8	"	"	1899
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	Louisville & Miss. Riv. (Ch. & Al.):					
Kan. City, St. Jo. & Coun. Bluffs:						1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889
1st Mortgage (consolid.) 264 m. ....	687,000	8	March & Sept.	N.Y. & Bost'n.	1890	Louisville, Cincin. and Lexington:					
1st Mort. (C. B. & St. Jo. 52 m. ....)	500,000	7	Jan. & July.	"	1880	1st Mortgage (Cincinnati Br.):	3,000,000	7	Jan. & July.	New York.	1897
2d Mort. ( " " " ).....	153,000	10	"	"	1872	2d Mortgage (general).....	1,000,000	8	April & Oct.	"	1900
1st Mort. (St. Jo. & C. B. 80 m. ....)	1,400,000	10	March & Sept.	"	1892	1st Mort. (Lo. & Frankfort Br. ....)	82,000	6	Jan. & July.	"	1870
2d Mort. ( " " " ).....	535,500	8	June & Dec.	"	1874	Louis. Loan ( " ).....	100,000	6	"	"	1881
1st Mort. (Mo. Valley 61 m. ....)	1,500,000	7	Feb. & Aug.	New York.	1893	1st Mort. (Lex. & Frankfort).....	25,000	6	"	"	1874
1st Mort. ( " " " ).....	1,500,000	7	"	"	1893	Louisville and Nashville:					
Kansas Pacific (U. Pac. E. D.):						1st Mortgage, (Main Stem) 1858.....	1,285,000	7	Jan. & July.	New York.	1877
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	Louisville Loan (Main Stem).....	849,000	6	April & Oct.	"	1867
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	Louisville Loan (Lebanon Br. ....)	225,000	6	May & Nov.	"	1887
1st Mort. on Branch 34 m....	600,000	7	May & Nov.	"	1896	1st Mortgage (Memphis Br. ....)	197,000	7	"	"	1875
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	"	1876	1st Mortgage (Bardstown Br. ....)	1,000	7	Jan. & July.	"	1870
1st M. on R.R. 245 m. & 3,000,000 a.	6,500,000	7	May & Nov.	"	1899	1st Mort. (Lebanon Br. Ext. ....)	88,000	7	May & Nov.	"	1865
2d M. on L. of 380th m. gold	2,000,000	7	Jan. & July.	"	1880	Louisville Loan (Leb. Br. Ext. ....)	333,000	6	April & Oct.	"	1893
2d Mort. (U.S. Subsidy) on 394 m. ....	6,303,000	6	"	"	1896	Consolid. mort. of April 1, 1868.....	5,500,000	7	"	"	1898
3d Mort. Income on 425 m. ....	4,275,000	7	(after 5 years.)	"	1897	Lowell & Lawrence (B. & L.):					
Kent County (Del.):						1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	Macon and Brunswick:					
Kentucky Central (Cov. & Lex.):						1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	1879
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	2d Mortgage of 1869.....	1,000,000	7	April & Oct.	"	1889
2d Mortgage March 1863.....	844,000	7	"	"	1883	3d Mort. of 1870 endor. by State.....	1,000,000	7	May & Nov.	"	1890
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	Equipment Mortgage.....	150,000	....			
Keokuk, Iowa City and Minn.:						1st Mort. of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	Madison and Portage:					
2d Mortgage.....	5,000pm	7	"	"	1891	1st Mortgage.....	450,000	7	April & Oct.	New York.	1895
Keokuk and St. Paul (C.B. & Q.):						Maine Central:					
1st Mortgage, guar. and tax free. ....	1,000,000	8	April & Oct.	New York.	1879	* Loan of 1860-'61 (A. & Ken. ....)	1,100,000	6	Feb. & Aug.	Boston.	1890
Lackawanna and Bloomsburg:						Bonds, exchangeable for new 7s. ....	163,000	6	June & Dec.	"	1871
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	Loan (new) for \$1,100,000....	451,200	7	Jan. & July.	"	1898
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	Mort. (Ext.) for \$600,000....gold	112,000	6*	April & Oct.	"	1900
2d Mortgage.....	500,000	7	April & Oct.	"	1st Mort. (B. to P. & Ken.) exch. 7s.....	577,000	6	"	"	1872	
2d Mortgage (Extension).....	200,000	7	May & Nov.	"	2d Mort. (Penob. & Ken. ....)	159,000	6	Feb. & Aug.	"	1870	
Income Mortgage.....	200,000	10	Jan. & July.	"	Mansfield & Framigh. (B.C. & F. ....)	300,000	7	Jan. & July.	Boston.	1889	
Income Mortgage.....	79,335	7	April & Oct.	"	1st Mortgage, guaranteed.....	92					
La C. Trempe. & Pres. (C. & N.W.):						Marietta and Cincinnati:					
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891
Lafayette, Bloomington & Miss.:						1st Mortgage, Dollar.....	2,454,528	7	"	Baltimore.	1891
1st Mortgage.....	1,300,000	8	— & —	New York.	....	2d Mortgage.....	2,500,000	7	May & Nov.	"	1896
Lafayette, Muncie & Blooming.:						3d Mortgage for \$3,000,000....	2,000,000	8	Jan. & July.	"	1874
1st Mortgage.....	1,500,000	8	— & —	New York.	....	1st Mort. (Scioto & Hocking).....	300,000	7	May & Nov.	New York.	1896
Lake Erie and Louisville:						Baltimore More Loan to Union R.R. ....	20,000	7	"	Baltimore.	....
1st Mortgage for \$1,600,000....	500,000	7	Jan. & July.	New York.	1893	Marietta and Pittsburg:					
Lake Shore & Michigan So.:						1st Mort. of Aug. 1, 1859....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895
Sunbury B'ds (CP & ARR 95 1/2 m. ....)	500,000	7	Jan. & July.	New York.	1874	Marquette and Ontonagon:					
Regis. Bonds ( " " " ).....	1,000,000	7	"	"	1880	1st Mortgage.....	150,000	8	June & Dec.	Boston.	1876
3d Mortgage ( " " " ).....	1,000,000	7	April & Oct.	"	1892	2d Mortgage.....	850,000	6	May & Nov.	Boston.	1885
Divid'd Bonds (L. S. R. 258 m. ....)	1,500,000	7	"	"	1894	1st Mortgage.....	125,000	6	June & Dec.	"	1889
S. Fund Bonds (L.S. & M.Sol. 013m):	2,000,000	7	"	"	1894	2d Mortgage.....	850,000	6	May & Nov.	Boston.	1885
Consol. M. reg. ( " " " ).....	597,000	7	J. A. J. & O.	"	1879	Memphis and Charleston:					
Consol. M. coupl. ( " " " ).....	63,000	7	Jan. & July.	"	1890	1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880
1st Mort. (M.S. & N.In.R.R. 521m).....	5,256,000	7	May & Nov.	"	1885	2d Mortgage.....	1,000,000	7	Jan. & July.	"	1885
2d Mort. ( " " " ).....	2,683,000	7	"	"	1894	1st Mort. (Ark. State Loan).....	1,000,000	7	Jan. & July.	"	1890
1st Mort. (Jnn. R.R. 494 m. ....)	115,000	7	June & Dec.	"	1872	1st Mort. (Ark. State Loan).....	1,000,000	7	Jan. & July.	"	1890
S. Fund, Clev. & Tol. R.R. 1624m).....	2,014,000	7	Jan. & July.	"	1885	1st Mort. (R.R. & 125,000 acres).....	1,300,000	8	May & Nov.	New York.	1890
M. of '66 ( " " " ).....	84,000	7	April & Oct.	"	1886	900,000	7	Jan. & July.	"	1890	
Mort. Bonds (Buff. & R.R. 88m).....	23,000	7	June & Dec.	"	1870	1st Mort. (R.R. & 630,000 acres).....	5,000,000	7	Jan. & July.	New York.	1901
Mort. Bonds ( " " " ).....	100,000	7	May & Nov.	"	1873	Michigan Air Line (Mich. Can.):					
Mort. Bonds ( " " " ).....	200,000	7	Jan. & July.	"	1882	1st Mort. 111 miles, guaranteed.....	1,900,000	8	May & Nov.	Boston.	1890
Mort. Bonds ( " " " ).....	300,000	7	March & Sept.	"	1882	1st Mort. 111 miles, assumed.....	200,000	8	"	"	1889
1st Mort. (D.M. & Tol. R.R. 65 m. ....)	3,000,000	7	April & Oct.	"	1890	Michigan Central:					
1st Mort. (D.M. & Tol. R.R. 65 m. ....)	924,000	7	Feb. & Aug.	"	1876	1st Mortgage, sterling.....	467,489	6	Jan. & July.	London.	1872
1st Mort. (Kal. & W.P. R.R. 37 m. ....)	400,000	8	Jan. & July.	"	1877	1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882
1st Mort. (Sch. & Thres. Riv. R.R.).....	100,000	8	"	"	1887	1st Mortgage, sinking fund.....	2,294,500	8	"	"	1882
1st Mort. (Kal. & Three Riv. R.R.).....	100,000	8	"	"	1887	1st Mort. (Gr. Riv. Valley R.R.).....	1,				

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Interest Payable.			Price.	Description of Bonds.	Amount.	Interest Payable.			Price.	
		When.	Rate.	Where.				When.	Rate.	Where.		
Midland Pacific:						Newark and New York (Cent.):	\$600,000	7	Jan. & July.	New York.	1891	
1st Mortgage gold	\$1,100,000	7*	Jan. & July.	New York.	1900	1st Mortgage	800,000	7	May & Nov.	New York.	1889	
1st Mortgage, Centre Co. (Pa. R. R.):	188,000	6	Feb. & Aug.	Philadelphia.	1897	1st Mortgage	172,500	6	Jan. & July.	Boston.	1881	
1st Mortgage, guaranteed						1st Mortgage	972,000	6*	May & Nov.	London.	1867	
Milwaukee & Chicago, (C&NW):						New Brunswick and Canada:	250,000	7	Jan. & July.	New York.	1889	
1st Mortgage, guaranteed	182,000	7	March & Sept.	New York.	1874	1st Mortgage, Sterling £200,000.	75,756	7	April & Oct.	New York.	1889	
2d Mortgage, "	10,500	7	Jun. & Dec.	"	1898	Newburg & New York (Erie):	91,800	7	May & Nov.	Philadelphia.	1882	
Mil. & Prairie du Chien (M&StP):	3,874,000	8*	Feb. & Aug.	New York.	1898	1st Mortgage for \$600,000.	150,000	7	May & Nov.	New Haven.	1888	
1st Mortgage, (assumed)						New Canaan:	2,200,000	7	May & Nov.	New Haven.	1889	
2d Mortgage, ("")	1,315,000	7.3	"	"	1898	1st Mortgage	1,000,000	7	Jan. & July.	New York.	1899	
Milwaukee and St. Paul:						1st Mortgage	400,000	6	April & Oct.	"	1880	
1st Mortgage	5,488,000	7	Jan. & July.	New York.	1893	Convertible, tax free	300,000	6	Feb. & Aug.	New York.	1875	
1st Mortgage (E. Div. Palmer):	792,000	8	May & Nov.	"	1874	1st Loan	450,000	6	"	"	1878	
1st Mort. (Iowa and Minn. Div.):	3,792,000	7	Jan. & July.	"	1897	2d Loan	10,000,000	6	"	"	1887	
1st Mortgage (Minn. Cent.):	208,000	7	"	"	1898	3d (State Loan):	3,000,000	7*	Jan. & July.	New York.	1895	
1st Mortgage (Iowa & Dak.):	1,008,000	7	"	"	1898	1st Mortgage	400,000	7	"	"	1891	
1st Mortgage (P. du C. Div.):	3,674,000	8	Feb. & Aug.	"	1898	2d Mortgage	2,000,000	7	May & Nov.	New York.	1889	
2d Mortgage (P du C. Div.):	1,315,000	7.3	"	"	1894	1st Mortgage	120,000	6	Feb. & Aug.	"	1890	
2d Mortgage 370 miles:	1,244,000	7	April & Oct.	"	1894	1st Mort. for \$5,000,000, tax free	2,200,000	7	May & Nov.	New Haven.	1889	
Income Mortgage:	20,000	7	Jan. & July.	"	1873	2d Mortgage for \$1,500,000.	6	Jan. & July.	"	"	1891	
Milwaukee City Loan:	234,000	7	March & Sept.	"	1873	New H. & Northampton (Canal):	1,000,000	7	Jan. & July.	New York.	1899	
Milwaukee and Western bonds:	247,000	7	Jan. & July.	"	1891	1st Mortgage	400,000	6	April & Oct.	"	1880	
Real Estate Purchase:	148,500	7	various.	"	1898	1st Loan	300,000	6	Feb. & Aug.	New York.	1875	
Incumbrances assumed:	35,073	7	"	"	1898	2d Loan	450,000	6	"	"	1878	
Mineral Point:						3d (State Loan):	10,000,000	6	"	"	1887	
1st Mortgage, Dec. 21, 1868:	323,000	10	Jan. & July.	New York.	1890	New Jersey Midland (N.Y. & O.M.):	1st Mortgage	3,000,000	7*	Jan. & July.	New York.	1895
Minnesota and North Western:						2d Mortgage	400,000	7	"	"	1891	
1st Mort. sinking fund...gold	20,000pm	7*	Jan. & July.	New York.	1895	New Jersey Southern:	1st Mortgage of Sept. 19, 1869:	2,000,000	7	May & Nov.	New York.	1889
Mississippi Central:						1st Mortgage (Toms Riv. Br.):	120,000	6	Feb. & Aug.	"	1890	
1st Mortgage (Miss. Cen.):	1,854,000	7	May & Nov.	New York.	1873	New Jersey West Line:	1st Mort. for \$3,000,000...gold	7*	May & Nov.	New York.	1900	
2d Mortgage ("")	2,000,000	8	Feb. & Aug.	"	1876	New London Northern:	1st Mortgage	51,000	7	June & Dec.	New London.	1875
1st Mort. (Miss. Cen. & Tenn.):	25,000	6	April & Oct.	"	1863	1st Mortgage, Extended	370,000	7	March & Sept.	"	1885	
Tennessee Loan bonds:	1,278,9:0	6	Jan. & July.	"	1892	Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	
Mississippi, Ouachita & Red Riv.:						New O., Baton-Rouge & Vicksburg:	1st Mortgage	12,500pm	8*	— & —	New York.	1910
1st Mortgage	12,000pm	7*	— & —	New York.	1900	1st Mort. for \$1,500,000...gold	12,500pm	8*	— & —	"	1910	
Land Mort. (257,000 acres)...gold	1,000,000	7*	— & —	"	1900	2d Mort. endor. by Louis...gold	12,500pm	8*	— & —	"	1910	
Arkansas State Loan:	10,000pm	7	— & —	"	1900	1st Mort. endor. by Louis...gold	12,500pm	8*	— & —	"	1910	
Mississippi and Tennessee:						1st Mort. of July 1, 1856...gold	12,500pm	8*	Jan. & July.	Lond. & N.Y.	1886	
1st Mortgage of April 1, 1856:	600,000	7	April & Oct.	New York.	1876	2d Mortgage of Oct. 1, 1860...gold	12,500pm	8*	April & Oct.	New York.	1890	
Consolidated Mortgage of 1866:	1,179,500	8	March & Sept.	"	1876	Income Mortgage of 1870...gold	12,500pm	8*	— & —	New Orleans.	1890	
Mississippi River:						City Extension Mort....gold	1,000,000	7*	— & —	"	1890	
1st Mortgage:	17,000pm	7	— & —	New York.	1893	1st Mortgage, skd fd, 227 m. gold	12,500pm	7	Jan. & July.	N.Y. or Lond.	1915	
Mississippi, Iowa & Nebraska:						1st Mortgage, skd fd, 227 m. cur.	12,500pm	8	"	New York.	1915	
1st Mort. of June 1, 1870...gold						2d Mortgage on 227 miles...cur.	12,500pm	8	"	"	1915	
Missouri, Kansas and Texas:						New Orleans, Mobile and Tex.:	1st Mort. endor. by Ala....	16,000pm	8	Jan. & July.	New York.	1900
1st M. RR & land (U.P.S.B.)SF	4,145,000	6	Jan. & July.	New York.	1899	1st Mort. endor. by Ala....	1st Mortgage	3,000,000	7	May & Nov.	N.Y. or Lond.	1889
1st M. (Tebo & Nesho)S.F. gold	2,060,000	7*	June & Dec.	"	1893	1st Mort. endor. by Ala....	1,891,000	6	May & Nov.	"	1883	
Consol. L.G. S.F. (\$14,000,000)d	1,605,000	7*	Feb. & Aug.	"	1904	1st Mort. ( " " )	180,000	7	May & Nov.	"	1875	
Missouri River, Ft. Scott & Gulf:						1st Mort. ( " " )	8,000	7	"	"	1875	
1st Mortgage of Jan. 1, 1869...:	5,000,000	10	Jan. & July.	New York.	1899	1st Mort. ( " " )	20,000	7	Feb. & Aug.	"	1870	
2d Mortgage of April 15, 1870...:	1,490,000	10	April & Oct.	"	1899	1st Mort. ( " " )	1,891,000	7	June & Dec.	"	1885	
Missouri Valley (K. U. S. J. & C. B.):						1st Mort. ( " " )	180,000	7	May & Nov.	"	1875	
1st Mortgage on 61 miles:	1,500,000	7	Feb. & Aug.	Boston.	1893	1st Mort. ( " " )	8,000	7	"	"	1867	
1st Mortgage	1,000,000	7*	"	"	1893	1st Mortgage	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	
Mobile & Alabama Grand Trunk:						Debt Certif. & Premium Bonds	5,936,626	6	May & Nov.	New York.	1883	
1st Mort. endorsed by Ala....	16,000pm	8	Feb. & Aug.	New York.	1893	Bonds for Debts assumed	1,514,000	7	May & Nov.	"	1876	
Mobile Lo'n\$1,500,000 end. by Co.	1,500,000	8	— & —	"	1893	Bonds for B. & N. Falls R.R. S't.	76,000	6	Feb. & Aug.	"	1883	
Mobile and Girard:						Bonds for railroad stocks	592,000	6	"	"	1883	
1st Mortgage	377,500	7	Jan. & July.	New York.	1877	Bonds for real estate	162,000	6	"	"	1883	
2d Mortgage, endorsed by Ala....	300,000	7	"	"	1878	Bonds and mortgages for R. E.	22,800	7	various.	"	var.	
Plain Bonds	33,500	7	— & —	Mobile.	1893	Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1870	
Mobile and Montgomery:						Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	"	1887	
1st Mortgage of 1868:	1,250,000	8	May & Nov.	New York.	1888	1st Mort. (Hudson Riv. R.R.):	200,000	7	Feb. & Aug.	"	1870	
Mobile and Ohio:						1st Mort. ( " " )	1,891,000	7	June & Dec.	"	1885	
1st Mortgage	5,470,000	8*	May & Nov.	New York.	1882	3d Mort. ( " " )	180,000	7	May & Nov.	"	1875	
1st Mortgage Sterling	5,470,000	6*	"	London.	1882	Conv. B'ds ( " " )	8,000	7	"	"	1867	
Interest bonds (10 years):	803,700	8	"	New York.	1878	New York and Fort Lee (Erie):	1st Mortgage	20,000	7	Jan. & July.	New York.	1888
Interest bonds 2nd issue:	377,900	8	"	"	1883	1st Mortgage	135,000	7	— & —	New York.	1876	
Interest bonds sterling:	755,400	6*	"	London.	1883	1st Mortgage	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	
Income Mortgage:	1,151,000	8	various.	New York.	1883	1st Mortgage	3,000,000	7	May & Nov.	"	1889	
Montgomery & Erie (Erie):						1st Mortgage	3,000,000	7	May & Nov.	"	1889	
1st Mortgage	177,000	7	Jan. & July.	New York.	1886	1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	
Montgomery and Eufala:						1st Mortgage of 1853	99,500	7	May & Nov.	New York.	1873	
1st Mortgage of 1866, endorsed.	640,000	8	March & Sept.	New York.	1886	4th Mortgage of 1861	1,767,000	6	Feb. & Aug.	"	1871	
1st Mortgage of 1870, endorsed.	300,000	... June & Dec.	"	1900	Consolidated mortgage of 1863	112,305	7	Jan. & July.	"	1881		
Montgomery & West Point (Wtn) Mortgage of 1856:						Bonds of 1853 unsecured	106,000	7	"	"	1872	
1st Mortgage	16,000	8	Jan. & July.	New York.	Due.	N. York, Housatonic & Northern:	141,500	7	— & —	New York.	1889	
1st Mortgage	450,000	8	"	"	1876	1st Mortgage	1,059,500	6	April & Oct.	New York.	1875	
1st Mortgage	298,000	8	"	"	1876	1st Mortgage	3,800,000	7*	Jan. & July.	New York.	1894	
2d Mortgage	254,000	8	"	"	1881	1st Mortgage	83,000	6	Feb. & Aug.	New York.	1873	
Income Mortgage:	594,600	8	various.	Montgomery.	var.	1st Mortgage	80,000	6	"	"	1878	
Montreal & Champlain:						1st Mortgage	512,000	7	Jan. & July.	"	1893	
1st Mortgage Sterling £181,400.	882,813	6	Jan. & July.	London.	1890	1st Mortgage	500,000	7	— & —	Philadelphia.	1889	
2d Mortgage	370,000	8	"	"	1879	1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1864	
Morris and Essex:						1st Mortgage	110,500	7	Jan. & July.	New York.	1877	
1st Mortgage, Sinking Fund:	5,000,000	7	March & Sept.	New York.	1914	1st Mortgage	396,000	8	"	"	1877	
2d Mortgage	3,000,000	7	Feb. & Aug.	"	1910	1st Mortgage	416,000	8	"	"	1893	
Convertible bonds:	600,000	7	Jan. & July.	"	1900	1st Mortgage	500,000	7	— & —	Norfolk.	1893	
Construction bonds:	3,584,000	7	Feb. & Aug.	"	1889	1st Mortgage	89,500	8	May & Nov.	Shops, N. C.	1877	
Muscatine (South-Western):						1st Mortgage	193,500	8	"	"	1877	
1st Mortgage	330,000	7	Jan. & July.	Savannah.	1887	1st Mortgage Bonds	209,000	8	"	"	1888	
Nashville and Chattanooga:						1st Mortgage Bonds	31,500	7	March & Sept.	Charleston.	1869	
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1893	1st Mortgage Bonds	69,500	7	"	"	1868	
1st Mortgage not endorsed:	23,000	6	"	"	1890	1st Mortgage Bonds	773,000	7	"	"	1899	
Tenn. State Loan	150,000	6	"	"	18							

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where.	Due.	Price.				When.	Where.	Due.	Price.	
North Missouri:							Pemberton & N. York (N.J.S.):							
1st Mortgage of Jan. 1865	\$6,000,000	7	Jan. & July.	New York.	1895	87	1st Mortgage, guaranteed	\$375,000	7	Jan. & July.	New York.	1890	...	
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	"	1888	...	Peninsula (C. & N. W.):							
3d M. of Oct. 1869 (7 p.c. after 5 yrs)	3,000,000	10	"	"	1888	...	1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	95	
North Pennsylvania:							Peninsular (Mich. Ind. & Ill.):							
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	101 <sup>1/2</sup>	1st Mortgage, gold	1,800,000	7*	May & Nov.	New York.	1899	...	
Chatel Mortgage	360,000	10	April & Oct.	"	1877	110	Pennsylvania and New York:							
2d Mortgage	1,246,000	7	May & Nov.	"	1896	98	1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	96	
Northern Central:							1st Mortgage	1,500,000	7	"	"	1906	...	
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	...	Penobscot and Kennebec (M. C.):							
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	92	1st Mortgage, Bangor Loan:	577,000	6	April & Oct.	Bangor.	1872	...	
3d Mortgage	1,223,000	6	April & Oct.	"	1900	89	2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	...	
3d Mortgage (York & Cumb.R.R.)	500,000	6	Jan. & July.	"	1877	...	Peoria & Bureau Val(C.R.L. & P.):							
Consol. Mort. of July 1868	2,019,000	6*	"	"	1903	9 1/2	1st Mortgage, guaranteed	600,000	8	Jan. & July.	New York.	1877	...	
Income conv. of April 1, 1870.	475,000	7	April & Oct.	"	1880	...	Peoria & Hannibal (C. B. & Q.):							
Northern New Hampshire:							1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	...	
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	...	Peoria, Pekin and Jacksonville:							
Northern New Jersey (Erie):							1st Mort. of May 1, 1867.	1,000,000	7	Jan. & July.	New York.	1894	...	
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	...	2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	1900	...	
Northern Pacific:							Peoria and Rock Island:							
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	...	1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	...	
North Western Virginia:							Perkiomen (Phila. & Rdg.):							
2d Mortgage (assumed B. & O.):	458,500	6	Jan. & July.	Baltimore.	1873	...	1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	81 <sup>1/2</sup>	
3d Mortgage ( " " ).	140,000	6	"	"	1885	90 <sup>1/2</sup>	Perth Amboy and Woodbridge:							
Norwich and Worcester:							1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	...	
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	...	Petersburg:							
Plain bonds	59,000	6	June & Dec.	"	1874	...	Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	...	
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	...	Mortgage Bonds	25,500	7	"	"	1865	...	
Construction bonds	250,000	7	Jan. & July.	"	1877	...	Mortgage Bonds	266,500	8	"	"	179-95	...	
New bonds of 1870.	22,000	7	"	"	1890	...	Philadelphia and Baltimore Cent.:							
Nyack and Northern:							1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	...	
Oakland & Ottawa (D. & M.):							1st Mortgage (Md. Div.):	300,000	6	"	"	1891	...	
1st Mortgage (assumed) sterling.	150,887	6*	May & Nov.	London.	1873	...	Philadelphia and Erie (Penn.):							
1st Mortgage ( " " ) dollar.	51,000	7	"	"	1873	...	1st Mortgage	5,000,000	6	March & Sept.	Philadelphia.	1881	90	
Ogdensburg and Lake Champlain:							2d Mortgage	3,000,000	7	Jan. & July.	"	1888	88	
1st Mort. conv. into pref. stock.	4,800	7	Jan. & July.	Boston.	1869	...	3d Mortgage	3,598,000	6	"	"	1920	...	
2d Mort. conv. into com. stock.	25,200	7	April & Oct.	"	1861	...	1st Mortgage (Sunbury & Erie):	1,000,000	6*	April & Oct.	"	1877	101 <sup>1/2</sup>	
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	86	Philadelphia, Germant. & Norist:							
Ohio and Mississippi:							1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	...	
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York	1890	...	Philadelphia and Reading:							
1st Mortgage, (W. Div.)	850,000	7	"	"	1872	100 <sup>1/2</sup>	Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	...	
2d Mortgage, (W. Div.) conv.	534,000	7	"	"	1874	...	Debenture Loan of 1868	1,121,000	6	"	"	1893	83	
Income Mort. (W. Div.)	221,500	7	April & Oct.	"	1882	...	Debenture Loan of 1870	2,625,000	7	"	"	1890	...	
Funded Debts Mort. (W. Div.)	16,500	7	"	"	1882	...	Mortgage Loan of 1867, conv.	143,500	6	"	"	1886	...	
Consolidated Mort.	2,761,000	7	Jan. & July.	"	1898	94 <sup>1/2</sup>	Mort. Loans of 1843-44-45 & 49	1,521,000	6	"	"	1880	93	
Consolidated Mort. (sterling)	101,850	7	"	"	1898	...	Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	106	
Oil Creek and Allegheny River:							Sterling Loan of 1836	182,400	6	Jan. & July.	London.	1880	...	
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	87 <sup>1/2</sup>	Sterling Loan of 1843	976,800	6*	"	"	1880	...	
1st Mortgage	580,000	7	April & Oct.	"	1882	...	Sterling Loan of 1838	288,000	7*	"	"	172-77	...	
1st Mortgage	200,000	7	June & Dec.	"	1871	...	Philadelphia, Wilmington & Balt.:							
2d Mortgage	71,000	7	May & Nov.	"	1871	...	Mortgage, convertible	349,000	6	Jan. & July.	Philadelphia.	1884	...	
Consolidated Mortgage	819,000	7	"	"	1888	...	Plain Bonds	600,000	6	April & Oct.	"	1871	...	
Old Colony and Newport:							Plain Bonds	400,000	6	"	"	1876	...	
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	104 <sup>1/2</sup>	Plain Bonds	1,000,000	6	"	"	1887	...	
Plain Bonds	1,000	6	March & Sept.	"	1874	96 <sup>1/2</sup>	Pittsburg, Cin. & St. Louis (Pa.):							
Plain Bonds	485,000	6	April & Oct.	"	1875	...	1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	...	
Plain Bonds	1,000,000	6	March & Sept.	"	1876	...	2d Mort. conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	...	83	
Plain Bonds	34,000	6	"	"	1884	...	1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	94 <sup>1/2</sup>	
Omaha and Southwestern:							2d Lien Balt. Loan	1,000,000	6	"	"	1890	...	
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	...	Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	...	
Orange, Alexandria & Manassas:							Real Estate bonds	100,000	6	"	"	Baltimore.	1883	...
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	88	Pittsburg, Ft. Wayne & Chicago:							
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	80	1st Mortgage (Series A):	875,000	7	Jan. & July.	New York.	1912	105	
3d Mort. " "	593,000	8	May & Nov.	Richmond.	1873	89 <sup>1/2</sup>	1st Mortgage (Series B):	875,000	7	Feb. & Aug.	"	1912	...	
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1890	82 <sup>1/2</sup>	1st Mortgage (Series C):	875,000	7	March & Sept.	"	1912	...	
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1892	81	1st Mortgage (Series D):	875,000	7	April & Oct.	"	1912	...	
Va. State Loan	249,962	7	"	"	1893	...	1st Mortgage (Series E):	875,000	7	May & Nov.	"	1912	...	
Oaage Valley & Southern Kansas:							1st Mortgage (Series F):	875,000	7	June & Dec.	"	1912	...	
1st Mortgage (6-20 years)	200,000	10	Jan. & July.	New York.	1888	...	2d Mortgage (Series G):	860,000	7	Jan. & July.	"	1912	101 <sup>1/2</sup>	
Oswego and Rome (B.W. & O.):							2d Mortgage (Series H):	860,000	7	Feb. & Aug.	"	1912	...	
1st Mortgage guar.							2d Mortgage (Series I):	860,000	7	March & Sept.	"	1912	...	
Income Mortgage guar.	500,000	7	May & Nov.	New York.	1916	...	2d Mortgage (Series K):	860,000	7	April & Oct.	"	1912	...	
Oswego and Syracuse (D.L. & W.):	112,100	6	Feb. & Aug.	"	1891	...	2d Mortgage (Series L):	860,000	7	May & Nov.	"	1912	...	
1st Mortgage, guaranteed							2d Mortgage (Series M):	860,000	7	June & Dec.	"	1912	...	
2d Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	...	3d Mortgage	2,000,000	7	April & Oct.	"	1912	94 <sup>1/2</sup>	
Ottawa, Osw. & Fox R.V. (C.B.Q.):	375,000	7	"	"	1885	...	Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	"	1876	...	
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	...	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874	...	
Owensboro' and Russellville:							Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877	...	
1st Mortgage	200,000	6	April & Oct.	New York.	1886	...	Port Huron & Lake Michigan:							
Pacific of Mo.:							1st Mortgage of May 1, 1869:	1,800,000	7*	May & Nov.	New York.	1899	...	
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	...	Portland and Kennebec:							
1st Mortgage	7,000,000	7*	Jan. & July.	St. Louis.	var.	101	1st Mort. (K. & P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	...	
Real Estate Bonds	500,000	10	various	"	"	101	Funded Int. bonds Oct. 1, 1863.	22,648	6	"	Boston.	1883	...	
St. Louis County Loan	700,000	6	Feb. & Aug.	"	"	102 <sup>1/2</sup>	Consol. (P. & K.R.R.) Apr. 1, 1865	790,700	6	"	"	1895	...	
Panama:							Portland loan:	100,000	6	— & —	"			
Sterling Bonds £152,775 at 4-85.	740,950	7*	Feb. & Aug.	London.	1872	...	Stock certificates (Yarmouth):	202,400	6	April & Oct.	Portland.	...		
Sterling Bonds £19,350 at 4-85.	98,847	7*	April & Oct.	"	1875	...	Portland and Oxford Central:							
Sterling Bonds £597,800 at 4-85.	3,869,330	7*	"	"	1897	...	1st Mortgage of 1863	250,000	6	— & —	Portland.	1883	...	
Paterson and Newark (Erie):							Port Royal:							
1st Mortgage guaranteed</td														

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	Price.
Reading and Columbia (P. & R.): 1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	...	Savannah and Charleston: 1st Mortgage (Sav. & Char. R.R.)	\$408,500	7	Jan. & July.	New York.	1889
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	...	Bonds (C. & S.R.R.) guar. by S.C.	505,000	6	May & Nov.	Charleston.	1870
Rensselaer and Saratoga: 1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	...	Int. bds. (C. & S.R.R.) guar. by S.C.	245,745	7	"	"	1889
2d Mortgage.....	300,000	7	"	"	1880	...	Savannah and Memphis: 1st Mort. guar. by Ala. .... gold	16,000pm	8*	May & Nov.	New York.	1890
3d Mortgage.....	150,000	7	"	"	1887	...	Schenectady and Susquehanna: 1st Mortgage tax free..... gold	350,000	7*	Jan. & July.	New York.	1900
1st Mortgage (S. & W.) assumed.....	400,000	7	March & Sept.	"	1886	...	Schuylkill and Susquehanna: 1st Mortgage, May 1, 1866 .....	97,00	6	May & Nov.	Philadelphia.	1876
1st Mort. (T., S. & R.) assumed.....	500,000	7	May & Nov.	"	1890	...	Scioto & Hocking Valley (M. & C.): 1st Mort. assumed by M. & C. Co.	300,000	7	May & Nov.	Baltimore.	1896
1st Mortgage (G. F. B.) assumed.....	125,000	7	Jan. & July.	"	1894	...	Seaboard and Roanoke: 1st Mortgage.....	210,000	7	— & —	Philadelphia.	1800
Richmond and Danville: Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York	1880	...	Seine and Gulf: 1st Mortgage, guar. by Ala. .... gold	16,000pm	8*	March & Sept.	New York.	1889
1st Mortgage, guar. by Va. ....	158,100	6	"	"	1875	...	Seine, Marion and Memphis: 1st Mortgage, guar. by Ala. .... gold	16,000pm	8*	— & —	New York.	1889
Consolidated, Mort. ....	1,722,600	6	May & Nov.	N. Y. & Rich.	75-'90	81	Seine and Meridian: 1st Mortgage (3d series).....	796,830	6	various.	— & —	var
4th Mortgage.....	64,500	6	— & —	Richmond.	73-'75	...	Selma, Roma and Dalton: 1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887
Bonds to Roanoke Val. R.R. Co.	129,600	6	Feb. & Aug.	"	71-'76	...	2d Mortgage.....	6,000,000	7	— & —	"	...
Rich, Frederickburg & Potomac: Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	...	Shamokin Valley & Pottsv. (N.C.): 1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872
Dollar Bonds.....	124,489	6	"	Richmond.	var	...	Sheboygan and Fond du Lac: 1st Mortgage.....	750,000	7	June & Dec.	New York.	1884
Dollar Bonds.....	274,228	7	"	"	var	...	Shenango and Allegheny: 1st Mort. of Oct. 1, 1869 .....	520,000	7	April & Oct.	Philadelphia.	1889
Richmond and Petersburg: Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	...	Shore Line (N. Y. & N. H.): 1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	72-'80	...	Sioux City and Pacific: 1st Mortgage Jan. 1, 1868 .....	1,628,000	6*	Jan. & July.	New York.	1898
Richmond and York River: 1st Mortgage (new).....	600,000	8	Jan. & July.	New York	1898	...	2d Mortgage (U.S. subsidy) .....	1,628,320	6	"	"	1898
Roanoke Valley (R. & Dan.): 1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	71-'76	...	Sioux City and St. Paul: 1st Mortgage, L. G. tax free .....	14,000pm	7	— & —	New York.	...
Rochester & Genesee Val. (Erie): 1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York	1876	...	Somerset (M. Central): 1st Mortgage, June 1, 1871 .....	450,000	7*	June & Dec.	Boston.	1891
Rockford, R. Island & St. Louis: 1st Mortgage, conv., S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	...	South Carolina: Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	78-'88
Rocky River: 1st Mortgage, of Oct. 1, 1868.....	30,000	7	April & Oct.	Cleveland.	1873	...	Domestic Bonds (H) 1866-'67.....	306,200	7	April & Oct.	Charleston.	71-'72
Rome, Watertown & Ogdensburg: 1st Mortgage (general) skg Fund.....	632,500	7	June & Dec.	New York.	1891	...	Domestic Bonds (G) 1862-'67.....	342,500	6	Jan. & July.	"	73-'74
1st Mort. (W. & R.) skg Fund.....	796,900	7	March & Sept.	"	1880	...	Domestic Bonds (K) Jan. 1868.....	1,272,000	7	April & Oct.	"	88-'91
1st Mort. (Potsdam & Watert.):	345,500	7	June & Dec.	"	72-'74	...	Domestic Bonds (special) Sep. '66.....	76,000	6	Jan. & July.	"	80-'92
Rondout and Oswego: 1st Mortgage.....	1,000,000	7	Jan. & July.	New York	1890	90	Real Estate Mortgage.....	80,733	7	various.	"	71-'91
Rutland (Verm. Central): Equip. Bonds of May 1, 1870 .....	500,000	5	May & Nov.	Boston.	1880	88	Mortgage, Jan. 1868 .....	800,500	7	Jan. & July.	New York.	82-'88
Equip. Bonds of Sept. 1, 1870 .....	500,000	8	March & Sept.	"	1880	100	South Georgia & Florida (A. & G.): 1st Mort. assumed by Atl. & Gulf	464,000	7	— & —	New York.	1890
Rutland & Burlington (Rutland): 1st Mort. conv. into pref. stock.....	70,000	7	Feb. & Aug.	Boston.	1863	...	2d Mort. ....	200,000	7	— & —	"	1890
2d Mort. conv. into com. stock.....	67,000	7	"	1863	...	South Mountain Iron: 1st Mortgage, Dec. 1, 1868 .....	200,000	6	June & Dec.	Philadelphia.	1888	
Saint Croix and Penobscot: 1st Mort. (Cal. & Baring R.R.):	95,200	6	Jan. & July.	Calais, Me.	1879	...	2d Mortgage, Mar. 1, 1869 .....	181,000	7	March & Sept.	"	1884
2d Mort. ( " " ) .....	17,500	6	"	"	1879	...	South and North Alabama: 1st Mort., endor. by Ala. tax free .....	22,000pm	8*	Jan. & July.	New York.	1890
Calais Loan to Lewey's Isl. R.R.	130,000	6	June & Dec.	"	1876	...	South Pacific (Atl. & Pac.): 1st Mort. assumed by A. & P. ....	7,250,000	6*	Jan. & July.	New York.	1888
St. Joseph & C.B.C. (St. J. & C.): 1st Mortgage (80 m. in Missouri):	1,400,000	10	March & Sept.	Boston.	1892	...	South Shore (Mass.): 1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880
2d Mortgage ( " " ) .....	339,500	8	June & Dec.	"	1874	...	South Side (L.): 1st Mortgage, Mar. 1, 1867 .....	2,250,000	7	Mar. & Sept.	New York.	1887
St. Joseph & Denv. (E. D. 112m.): 1st Mort. of Aug. 14, 1869 free.....	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1890	102	2d Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	1888
St. Joseph & Denv. (U. W. D. 160m.): 1st M. RR. lands of M'y 14, '70, free	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	97	1st Mort., consol. 2d pref.....	619,300	6	"	"	1888
St. Lawrence & Industry (Can.): 1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	...	4th Mortgage, consol. 3d pref.....	458,100	6	"	"	1890
St. Louis, Alton and Terre Haute: 1st Mortgage (Series A) skg Fund.....	1,100,000	7	Jan. & July.	New York	1894	99	Va. State Loan (net).....	708,102	6	"	"	long
1st Mortgage (Series B) skg Fd.....	1,100,000	7	April & Oct.	"	1894	...	Southern Central: 1st Mortgage, skg fund conv. ....	1,500,000	7	Jan. & July.	New York.	1900
2d Mortgage preferred (Series C):	1,400,000	7	Feb. & Aug.	"	1894	87	2d Mort. ....	1,500,000	7*	May & Nov.	New York.	1900
2d Mortgage preferred (Series D):	1,400,000	7	May & Nov.	"	1894	...	Southern Minnesota: 1st Mort., Apr. 1, 1868 tax free .....	20,000pm	7	April & Oct.	New York.	1888
2d Mortgage Income (Series E):	1,700,000	7	"	"	1894	78	2d Mort., consol. 3d pref.....	188,370	7	—	Philadelphia.	1901
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	...	Southern (Cal.) Pacific: 1st Mortgage for \$28,000,000 gold .....	6*	Jan. & July.	New York.	1890	
St. Louis, Conn. Blufis & Omaha: 1st Mortgage, guaranteed....gold	16,000pm	7*	Jan. & July.	New York	1901	...	Southern Pennsylvania: 1st Mort. March 1, 1870 .....	571,500	7*	March & Sept.	Philadelphia.	1890
St. Louis and Iron Mountain: 1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York	1892	92	2d Mort. Sept. 1, 1870 .....	60,000	7*	"	"	1880
St. Louis, Jacksonville & Chicago: 1st Mortgage of Mar. 1, 1864 .....	2,365,000	7	April & Oct.	New York	1894	94	Southern Iowa and Cedar Rapids: 1st Mortgage .....	1,500,000	7*	May & Nov.	New York.	1888
2d Mortgage of May 1, 1868 .....	360,000	7	Jan. & July.	"	1898	...	2d Mort. ....	1,500,000	7*	—	Philadelphia.	1880
St. Louis, Lawr. & Denv. (Pacific): 1st Mortgage, guaranteed....gold	1,020,000	6*	Jan. & July.	New York	1901	...	Southern Minnesota: 1st Mort., Apr. 1, 1868 tax free .....	20,000pm	7	April & Oct.	New York.	1888
St. Louis and Santa Fe: 1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	...	2d Mort., consol. 3d pref.....	188,370	7	—	Philadelphia.	1880
St. Louis and South Eastern: 1st Mort. skg fund conv....gold	2,240,000	7*	May & Nov.	New York	1894	96	St. Paul and Chicago 1st Division: 1st Mort. (St. P. to St. Anth. 10m.):	1,000,000	7*	Jan. & July.	New York.	1886
St. Louis and St. Joseph (N. M.): 1st Mort. of Nov. 2, 1868 guar. gold	1,000,000	6*	May & Nov.	New York	1893	...	2d Mort. ....	200,000	7	Jan. & July.	New York.	1874
St. Louis, Van. & T. H. (T. H. & L.): 1st Mortgage, S. F., guaranteed.....	1,900,000	7	Jan. & July.	New York	1897	...	St. Paul and Pacific 1st Division: 1st Mort. ....	350,000	7	Jan. & July.	Philadelphia.	1875
2d Mortgage, S. F., guaranteed.....	2,600,000	7	April & Oct.	"	1887	...	2d Mort. ....	198,370	7	—	"	1880
St. Paul and Chicago (M. & St. L.): 1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	"	1900	...	St. Paul and Pacific 1st Division: 1st Mort. ....	1,000,000	7*	Jan. & July.	New York.	1886
St. Paul and Pacific 1st Division: 1st Mort. (St. P. to St. Anth. 10m.):	120,000	8	March & Sept.	New York	1892	...	2d Mort. ....	201,000	6	Jan. & July.	Philadelphia.	1875
1st Mort. (St. P. to Wab. 50m.):	700,000	7	Jan. & July.	"	1892	...	St. Paul and Pacific 1st Division: 1st Mort. ....	1,000,000	7*	Jan. & July.	New York.	1886
Land Grant & 2d Mort. (80 m.):	1,200,000	7	June & Dec.	"	1892	...	2d Mort. ....	201,000	6	Jan. & July.	New York.	1874
General Mort. R.R. & L. \$2,020,000	780,000	7	Jan. & July.	"	1892	...	St. Paul and Pacific 1st Division: 1st Mort. ....	1,000,000	7*	Jan. & July.	Philadelphia.	1875
1st Mort. (W. Line & L.) for \$3,000,000	7	— & —	New York.	1892	...	2d Mort. ....	201,000	6	Jan. & July.	New York.	1880	
2d M. (W. Line & L.) for \$6,000,000	7	— & —	"	1892	...	St. Paul and Pacific 1st Division: 1st Mort. ....	1,000,000	7*	Jan. & July.	New York.	1886	
St. Paul and Sioux City: Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	New York	1892	...	2d Mort. ....	201,000	6	Jan. & July.	Philadelphia.	1875
Salem (W. Jer.): 1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	...	St. Paul and Pacific 1st Division: 1st Mort. ....	1,000,000	7*	Jan. & July.	New York.	1886
1st Mortgage guar.....	226,900	6	Feb. & Aug.	Boston.	1878	...	2d Mort. ....	201,000	6	Jan. & July.	New York.	1874
Sand, Mansfield & Newark (B&O): 1st Mortgage guar. by B. & O.	2,307,000	7	Jan. & July.	Baltimore.	1909	...	St. Paul and Pacific 1st Division: 1st Mort. ....	1,000,000	7*	Jan. & July.	New York.	1875
Saratoga, & Whitehall (B. & S.): 1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York	1886	...	2d Mort. ....	201,000	6	Jan. & July.	New York.	1880
Bavannah, Grimm & North Ala.: 1st Mort. of Jan. 1, 1871 on 44 m.	150,000	7	Jan. & July.	New York	1891	...	St. Paul and Pacific 1st Division: 1st Mort. ....	1,000,000	7*	Jan. & July.	New York.	1886
Salem and Lowell (B. & L.): 1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	...	2d Mort. ....	201,000	6	Jan. & July.	New York.	1875
1st Mortgage guar.....	226,900	6	Feb. & Aug.	Boston.	1878	...	St. Paul and Pacific 1st Division: 1st Mort. ....	1,000,000	7*	Jan. & July.	New York.	1886
Syracuse, Bing. & N. Y. (D.L&W): 1st Mortgage.....	1,695,825	7	April & Oct.	New York	1877	...	2d Mort. ....	201,000	6	Jan. & July.	New York.	1880
Tebo and Neosho (M. K. & T.): 1st Mort. assumed by M. K. & T.	1,695,825	7	April & Oct.	New York	1893	...	St. Paul and Pacific 1st Division: 1st Mort. ....	1,000,000	7*	Jan. & July.	New York.	1886
Terre Haute & Indianapolis: 1st Mortgage.....	2,000,000	7*	June & Dec.	New York	1903	...	2d Mort. ....					

## AMERICAN RAILROAD BOND LIST.

An Asterick (\*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where	Due.				When.	Where	Due.
Tioga:											
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	Western Union (M. & St. P.):				
Toledo, Peoria and Warsaw:							1st Mortgage for \$5,000,000 .....	\$3,275,000	7	Feb. & Aug.	New York. 1896
1st Mortgage (E. Div.).....	1,600,000	7	June & Dec.	New York.	1894	90	1st Mortgage for \$5,000,000 .....	400,000	6	March & Sept.	Camden. 1883
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	88	Loan of Mar. 1861, guar. by C. & A.	1,000,000	6	Jan. & July.	" 1896
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1886	80	1st Mortgage, Jan. 1, 1866.....	979,000	7	April & Oct.	" 1899
Equipment sinking fund.....	406,000	8	Jan. & July.	"	1879	....	Consolidated mort. Apr. 1, 1869.....				102
Toledo, Wabash and Western:							West Shore Hudson River:				
1st Mort. (Tol. & Ill., 75 m.)....	900,000	7	Feb. & Aug.	New York.	1890	95	1st Mortgage.....	676,300	7	— & —	New York. ....
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	West Wisconsin:				
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	92	1st Mort. of Mar. 1861, guar. by C. & A.	4,000,000	7*	Jan. & July.	N.Y. or Lond. 1885
2d Mort. (Wab. & West, 167 m.)	1,500,000	7	"	"	1871	....	Wicomico and Pocomoke:				
Equip'mt Bonds (T. & W. 75m.)	600,000	7	"	"	1883	85	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia. 1888
Consol. M. (T. W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	"	1907	90	Williamatton and Tarboro:				
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	88	1st Mortgage coupon.....	350,000	8	May & Nov.	New York. 1900
Troy and Boston:							Wilm., Charlotte & Rutherford:				
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	1st mortgage.....	1,000,000	8	Jan. & July.	New York. " 87-97
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	1st Mortgage, endor. by N. Car.	1,00,000	8	"	" 87-97
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	Wilmington and Reading:				
Convertible Bonds.....	648,000	7	"	"	1882	....	1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia. 1900
Troy, Salem & Rutland (R. & Sar.):							2d Mortgage.....	282,300	7	Jan. & July.	" 96
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	Wilmington and Weldon:				
Troy Union:							Sterling Loan.....	576,888	6	Jan. & July.	London. 1881
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	Sterling Loan.....	197,777	7	May & Nov.	" 1885
2d Mortgage, guaranteed.....	360,000	6	"	"	1878	....	Sinking Fund Bonds.....	710,000	7*	Jan. & July.	New York. 1896
Union Pacific:							Winona & St. Peter (C. & N. W.):				
1st Mortgage, tax free.....	27,237,000	6*	Jan. & July.	N.Y. & Boston	95-99	80	1st Mortgage.....	20,000pm	7	Jan. & July.	New York. ....
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	78	2d Mortgage.....	12,000pm	7	May & Nov.	" ....
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	79	CANAL BONDS.				
2d Mortgage (U. S. subsidy)....	27,236,512	6	Jan. & July.	N.Y. & Boston	95-99	79	Chesapeake and Delaware:				
Union Pacific—Central Branch:							1st Mortgage.....	2,089,150	6	Jan. & July.	Philadelphia. 1886
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895	....	Chesapeake and Ohio:				
2d Mortgage (U. S. subsidy)....	1,600,000	6	Jan. & July.	"	1895	....	1st Mortgage.....	2,000,000	6	J. A. J. & O.	Baltimore. 1870
Union Pacific, E. D. (see K. Pac.):							Maryland State Loan.....	4,375,000	5*	"	London. 1890
Union Pacific, S. Br. (M. K. & T.):							Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore. 1885
1st M.R.R. 342m. & 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....	Delaware Division (L.C. & W.):				
Union and Titusville:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia. 1878
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	....	Delaware and Hudson:				
Utica and Black River:							Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York. 1877
1st Mortgage, July 1868.....	150,000	7	Jan. & July.	New York.	1878	....	Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" 1884
Vermont Central:							Delaware and Raritan (See Camden and				
1st Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	85	Bonds (original).....	743,654	7	Jan. & July.	Philadelphia. 1865
2d Mortgage.....	1,500,000	7	"	"	1891	40	Bonds for interest prior to 1860.....	161,900	7	"	" 1873
Equip. Loans of 1866-67.....	1,000,000	8	May & Nov.	"	1889	100	Lehigh Coal and Navigation:				
Equip. Loans of 1867.....	1,000,000	8	"	"	1890	102	Mortgage Loan.....	5,655,100	6	J. A. J. & O.	Philadelphia. 1884
Stanstead, Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1886	85	Mortgage Loan.....	2,00,000	6	"	" 85
Guar. Stock (Vt. & Co.).....	2,000,000	8	June & Dec.	"	1887	101	Gold Loan.....	5,000,000	6*	June & Dec.	" 92
Vermont and Massachusetts:							Gold Loan.....	980,000	6*	"	" 92
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	92	Convertible Loan.....	1,966,879	6	"	" 83
Convertible tax free, bonds.....	200,000	7	"	"	1879	....	Monongahela Navigation:				
Vermont Valley (Vt. Central):							1st Mortgage.....	103,000	6	Jan. & July.	Pittsburg. 1887
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	2d Mortgage.....	7,000	6	"	" 1875
1st Mortgage.....	114,000	6	"	Boston.	1860	....	Morris (and Banking):				
1st Mortgage.....	293,200	7	"	New York.	1869	....	1st Mortgage.....	500,000	6	April & Oct.	Jersey City. 1884
Vicksburg and Meridian:							2d Mortgage.....	286,000	6	"	" 1876
General Mort., 1st series (red)....	\$722,500	7	Jan. & July.	Philadelphia.	1890	....	Boat Loan, sinking fund.....	236,965	7	"	" 1885
" " 2d series (blue)....	850,000	7	"	"	1890	....	Dividend Scrip.....	103,164	7	— & —	" ....
" " 3d series (black)....	154,000	7	"	"	1890	....	Pennsylvania:				
" (not endorsed)....	1,273,000	7	April & Oct.	"	1890	....	1st Mortgage.....	1,632,000	6	Jan. & July.	Philadelphia. 1887
Special Loan.....	226,458	8	Jan. & July.	"	1890	....	2d Mortgage.....	7,000	6	"	" ....
Vineyard:							Monongahela Navigation:				
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	....	1st Mortgage.....	1,761,213	6	March & Sept.	Philadelphia. 1872
Virginia Central see "Chesa. & O."							2d Mortgage.....	4,006,670	6	Jan. & July.	" 78
Virginia & Tennessee (A. M. & O.):							Plain Bonds.....	171,384	6	— & —	" 81
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	90	Improvement bonds.....	305,500	6	May & Nov.	" 88
2d Mortgage.....	4,000	6	"	"	1869	....	Boat and Car Loan 1863.....	800,000	6	— & —	" 88
3d Mortgage.....	990,000	6	"	"	1884	....	Boat and Car Loan 1864.....	633,650	7	— & —	" 89
Income Mortgage.....	113,000	6	"	"	1866	....	Susquehanna (S. & Tide Water):				
4th Mortgage.....	846,000	8	"	"	1900	89	1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia. 1894
Registered Certificates.....	116,129	8	"	"	1860	....	2d Mortgage.....	700,000	6	"	" 63
Interest Funding Bonds.....	204,200	8	"	"	1880	....	3d Mortgage stg.....	872,667	6*	"	" 1878
Wallkill Valley (Erie):							Tide-Water (Susq. & Tide-W.):				
1st Mortgage.....	350,000	7	Jan. & July.	New York.	1894	....	1st Mortgage.....	97,510	6	Jan. & July.	Baltimore. 1894
Ware River (N. & N.):							2d Mortgage.....	300,000	6	"	" 1885
1st Mortgage for \$1,000,000....	230,300	7	Jan. & July.	Boston.	1890	....	3d Mortgage.....	436,333	6	"	" 1878
Warren (D. L. & W.):							Union:				
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....	1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia. 1883
Warwick Valley (Erie):							West Branch and Susquehanna:				
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....	1st Mortgage, sinking fund.....	450,000	6	June & Dec.	Philadelphia. 1878
Washington and Ohio:							2d Mortgage.....	297,000	6	May & Nov.	" 88
1st Mortgage 1868 for \$8,000,000....							3d Mortgage.....	13,000	6	"	" 88
Watertown & Rome (R. W. & O.):							Wyoming Valley (Penn.):				
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	....	1st Mortgage, assumed by Pa... ..	600,000	6	Jan. & July.	Philadelphia. 1878
Sinking Fund.....	796,900	7	"	"	1880	....	MISCELLANEOUS.				
Westchester and Philadelphia:							American Dock & Improvement:				
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	....	1st Mort. guar. by C. R. R. Co..	2,000,000	7	Jan. & July.	New York. 1886
3d Mortgage (8s compromised)....	557,400	6	April & Oct.	"	1873	....	Consolidated (Md.) Coal:				
Western Alabama:							1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York. 1885
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	....	1st Mortgage, convertible.....	566,000	7	Feb. & Aug.	Philadelphia. 1881
1st Mortgage (before consolid.)....	600,000	8	"	"	1888	....	Long Dock:				
1st Mortgage (M. & W. Point R. R.):	750,000	8	Jan. & July.	"	1881	....	1st Mortgage Bonds, guaranteed .....	2,600,000	7	June & Dec.	New York. 1872
Western (B. & Albany):							Mariposa:				
Sterling Bonds.....	1,619,520	5*	April & Oct.	London.	1871	....	1st Mortgage.....	1,500,000	7	Jan. & July.	New York. 94
Albany Loan (A. & W. Steckbidge):	600,000	6	Jan. & July.	Boston.	1876	....	2d Mortgage.....	2,000,000	7	April & Oct.	" 1881
Dollar Bonds.....	753,500	6	April & Oct.	"	1875	99	Quicksilver:				
Western Maryland:							1st Mortgage.....	500,000	7*	June & Dec.	New York. 1873
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1890	79	2d Mortgage.....	1,000,000	7*	Jan. & July.	" 1879
2d Mortgage preferred.....	600,000	6	"	"	1890	61	1st Mortgage.....	1,000,000	7	"	" 1879
Bonds endorsed by Balt. ....	600,000	6	"	"	1890	....	2d Mortgage.....	1,000,000	7	"	" 1879
Bonds (July 1, 1870) endor. by B.	1,400,000	6	"	"	1890	92	2d Mortgage.....	89,500	7	Jan. & July.	" 1873
Western North Carolina (E.D.):							2d Mortgage.....	89,500	7	"	" 1

**RAILROAD SHAKE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.**

Notice that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "I."

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## Abstract of General Balance Sheet



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

As asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State and Railroads are printed in "Italics."

## Abstract of General Balance Sheet.

Railroad.	Property and Assets.			Liabilities.			Operations.			Earnings.			
	Railroad.	Assets.		Surplus Income.	Bonds.		Stocks.	Carried one mile.		Freight.	Gross.		
		Rolling Stock.	Accounts.		Accounts.	Bonds.	Stocks.	Passenger.	Number.		Tons.		
<b>Aug. 31, 1870</b>	<b>1,670,202</b>	<b>10,115,000</b>	<b>4,7</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	
<b>May 31, 1871</b>	<b>94,0</b>	<b>10,115,000</b>	<b>4,7</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	
<b>Nov. 30, 1870</b>	<b>344,3</b>	<b>326,219</b>	<b>89,3</b>	<b>3 Grand Trunk</b>	<b>404</b>	<b>7,560,129</b>	<b>42,0</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>July 31, 1870</b>	<b>229,0</b>	<b>140,0</b>	<b>37,5</b>	<b>Great Western</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	
<b>Sept. 30, 1870</b>	<b>143,0</b>	<b>21,0</b>	<b>4,1</b>	<b>Canada</b>	<b>25,588,684</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>May 31, 1871</b>	<b>143,0</b>	<b>27</b>	<b>14</b>	<b>2</b>	<b>69 Greenville and Columbia</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Jun. 30, 1870</b>	<b>143,0</b>	<b>2,0</b>	<b>2,0</b>	<b>2</b>	<b>Hannibal and the N. &amp; N.</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Aug. 31, 1870</b>	<b>70,0</b>	<b>27,6</b>	<b>79</b>	<b>42</b>	<b>Hannibal and St. Joseph</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Sept. 30, 1870</b>	<b>114,0</b>	<b>2,0</b>	<b>5,2</b>	<b>4</b>	<b>Harlem Extension</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Aug. 31, 1870</b>	<b>36</b>	<b>18,0</b>	<b>17,0</b>	<b>18</b>	<b>Hartford and New Haven</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>
<b>Nov. 30, 1870</b>	<b>122,0</b>	<b>13,5</b>	<b>83,2</b>	<b>22</b>	<b>30</b>	<b>18</b>	<b>684 Hartford</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>122,0</b>	<b>0,8</b>	<b>16,9</b>	<b>25</b>	<b>36</b>	<b>17</b>	<b>31 Hartford, and</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>30</b>	<b>10,0</b>	<b>10,1</b>	<b>10,1</b>	<b>27</b>	<b>12</b>	<b>121 Hartford, and Dakota</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>74,0</b>	<b>10,1</b>	<b>12,8</b>	<b>12</b>	<b>13</b>	<b>13</b>	<b>285 Houstonian</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>170,0</b>	<b>50,0</b>	<b>72,0</b>	<b>50,0</b>	<b>30</b>	<b>17</b>	<b>10,700 Houstonian and Texas Central</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>170,0</b>	<b>50,0</b>	<b>72,0</b>	<b>50,0</b>	<b>30</b>	<b>17</b>	<b>4,245 Huntington and Broad Top Mt.</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>114,0</b>	<b>14,6</b>	<b>14,6</b>	<b>14,6</b>	<b>16,3</b>	<b>16,3</b>	<b>44,444 Indiana and Illinois Central</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>160,0</b>	<b>14,6</b>	<b>14,6</b>	<b>14,6</b>	<b>16,3</b>	<b>16,3</b>	<b>83,199,374 Illinois Central</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>202,5</b>	<b>13,5</b>	<b>83,2</b>	<b>20</b>	<b>14</b>	<b>8</b>	<b>600 Bloomington, and Lafayette</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Indianapolis, and Peru and Chicago</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Indianapolis, and St. Louis</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Indianapolis, and Vincennes</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Iowa and Corland</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Ithaca and Athens</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Iron</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Jackson, Lansing, Saginaw, Michigan</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Jeffersonville, Parsons and Mobile</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Jeffersonville, Madison and Ind.</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Joliet and Northern Indiana</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Junction One, and Ind.</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Junction (Phil.)</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Junction and Breakwater</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Kalamazoo, Allegan &amp; Grand Rapids</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Kalamazoo, and South Haven</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Kansas City, St. Joseph &amp; Co. Bluff</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Kansas City, Kansas</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Kansas City, and Santa Fe</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Kansas Pacific</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Kentucky Central</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Kentucky and St. Louis</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Lake Ontario Shore</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Lawrence &amp; Galvin</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Lafayette, Munice &amp; Bloomington</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Little Rock and Ft. Smith</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Little Rock, Pine Bluff &amp; N. Arkansas</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b>	<b>1,020 Little Rock, Pine Bluff &amp; N. Arkansas</b>	<b>1,580,925</b>	<b>3,000,000</b>	<b>1,492,000</b>	<b>1,500,000</b>	<b>100</b>	<b>100</b>
<b>Dec. 31, 1870</b>	<b>178,0</b>	<b>10,0</b>	<b>62</b>	<b>40</b>	<b>12</b>	<b>10</b> </td							



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &amp;c., &amp;c.

Mark ("") occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dash ("—") across the column signifies "nil," and running dots ("...") signify "not ascertained."

Land Grant Railroads are printed in "Italics." Stateaid Railroads are distinguished by a "S."

## Abstract of General Balance Sheet.

Railroad.	Rolling Stock			Carr.			Comps.			Property and Assets.			Liabilities.			Operations.			Earnings.			Value of Shares.				
	Years ending	Freight.	R. M. E.	Pass.	Rolling Stock.	Assets.	Stocks.	Bonds.	Accounts.	Surplus Income.	Passengers.	Freight.	Gross.	Net	Tons.	Trains Moved.	Number.	M.	Under construction.	Div. from local tr. a/c.	Div. from 949,686	Value of P.c.				
Apd. 31, 1871	31.9	2	1	10	Owensboro and Russellville, Kentucky.	400,000	32,038,714	3,384,334	420,367	370,658	450,000	200,000	3,633,750	9,210,359	1,667,413	3,600,230	946,389	100	100	100	100	100	100	100	100	100
Apr. 30, 1870	285.5	6	2	80	Paduah and Gulf.	110,000	28,700	2,062,544	7,000,000	5,754,136	63.5	356,000	2,213,116	...	...	...	...	...	12	109	62	...	...	...	...	...
Dec. 31, 1870	63.0	6	2	131	Panama.	12,338,500	110,000	2,062,544	717,459	7,000,000	47.6	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...
Sept. 30, 1870	47,000	6	2	131	Paterson and Hudson.	9,500,000	1,066,000	330,000	248,000	85,000	63.5	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...
Sept. 30, 1870	14.6	6	2	131	Paterson and Newark.	1,066,000	330,000	248,000	85,000	63.5	63.5	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...
Sept. 30, 1870	14.6	6	2	131	Paterson and Paterson and Damasco.	1,066,000	330,000	248,000	85,000	63.5	63.5	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...
Sept. 30, 1870	12.0	6	2	131	Pekin, Lincoln and Decatur.	2,500,000	1,000,000	1,000,000	1,000,000	36,542	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	200.0	2	1	131	Pemberton and Hightown.	538,691	160,000	342,150	160,000	36,542	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	18.0	2	1	131	Pemberton and New York.	87,000	1,000,000	375,000	32,000	32,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	49.2	2	1	131	Pennsylvania Coal.	83,000	907	2,731,000	4,961,754	1,624,392	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	504.3	2	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	54.0	2	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	105.0	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	1.6	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	7.9	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	8.5	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	9.0	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	4.2	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.6	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.8	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.8	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.8	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.8	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.8	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.8	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.8	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.8	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.8	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.8	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.8	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.8	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.8	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.8	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.8	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.8	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.8	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.8	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.8	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.8	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.8	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.8	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,000	1,667,413	5,754,136	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Dec. 31, 1870	61.8	1	1	131	Pennsylvania.	2,000,000	2,000,000	4,000,000	4,000,000	165,00																



## REFERRED &amp; GUARANTEED STOCKS

(Marked with an asterisk (\*) are guaranteed by lessees and thus (\*) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds	Market Price.
	Outstanding.	Rate.	Paid.
<b>RAILROAD STOCKS:</b>			
Atlantic & Gt. West'n (O. D.) pref.	1,919,000	7	...
Atlantic and St. Lawrence* guar.	2,494,000	4	4
Baltimore and Ohio pref.	3,000,000	5	5
Berkshire* guaranteed.	600,000	7	7
Blossburg and Corning* guar.	250,000	5	5
Boston, Concord and Montreal pref.	1,340,000	6	6
Buffalo, N. York and Erie* guar.	950,000	7	7
Camden and Atlantic pref.	753,695	7	7
Catawissa* pref and guar.	2,200,000	7	7
Cayuga and Susquehanna* guar.	589,110	9	...
Cedar Rapids & Missouri* preferred and guaranteed.	755,000	7	7
Central Ohio, preferred.	400,000	7	7
Chemung* guar.	380,000	8	6
Cheshire, pref.	2,017,815	7	8
Chicago and Alton, pref.	2,425,400	7	10
Chicago, Iowa and Nebraska* guar.	2,600,000	10	...
Chicago and Northwestern, pref.	20,370,293	7	7
Cleveland and Mahoning* guar.	2,056,000	7	7
Cleveland and Toledo* pref.	6,250,000	3	...
Cochecho, preferred.	177,750	8	...
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6
Cumberland Valley, 1st pref.	241,900	8	8
" 2d pref.	242,000	8	8
Delaware* guaranteed.	594,261	6	6
Detroit & Milwaukee* preferred and guaranteed.	1,500,000	6	...
Dubuque and Sioux City* preferred and guaranteed.	330,308	7	7
Dubuque Southwestern, pref.	492,500	8	8
Eastern (N. H.)* guaranteed.	1,988,170	7	7
Elmira, Jefferson and Canandagua, guaranteed.	500,000	5	5
Elmira and Williamsport* guar.	500,000	5	5
Elmira and Williamsport* preferred and guaranteed.	500,000	7	7
Erie, preferred.	5,536,910	7	7
Evansville and Crawfordsville pref.	100,000	...	...
Hannibal and St. Joseph, pref.	6,782,224	7	7
Harrisburg and Lancaster* guar.	1,182,550	7	7
Houatonia, preferred.	1,180,000	8	4
Huntingdon & Broad Top Mountain, preferred.	190,750	7	34
Joliet and Chicago* guar.	1,500,000	7	7
Joliet and Northern Indiana* guar.	300,000	8	8
Lackawanna and Bloomsburg, pref.	500,000	7	...
Leeds and Farmington* guar.	2,646,100	7	7
Little Schuylkill* guar.	2,775,000	8	8
Louisville, Cincinnati and Lexington preferred.	588,700	9	9
Marietta and Cincinnati, 1st pref.	6,586,135	6	...
" 2d pref.	4,051,744	6	...
Manchester and Lawrence* guar.	1,000,000	9	...
Michigan Southern, guaranteed.	586,800	10	...
Mill Creek and Mine Hill* guar.	323,375	10	10
Milwaukee and St. Paul, preferred.	9,744,268	7	81
Mine Hill and Schuylkill Haven, guaranteed.	5,000,000	8	8
North Eastern (S. C.) preferred.	156,000	8	8
Ogdensburg and L. Champlain, pref.	1,037,000	8	8
Ohio and Mississippi, pref.	3,500,000	7	7
Paterson and Hudson* guar.	630,000	8	8
Paterson and Ramapo, guar.	248,000	5	...
Peoria and Bureau Valley* guar.	1,200,000	6	...
Philadelphia and Erie*.	5,996,700	...	...
Philadelphia and Reading, pref.	1,551,800	10	...
Philadelphia and Trenton* guar.	1,098,720	10	...
Pittsfield and North Adams* guar.	480,000	6	6
Portl. & Kennebec (Yarmouth) guar.	201,000	6	6
Portland, Sag & Portsmouth, guar.	1,500,000	6	6
Portsmouth and Concord*.	350,000	7	7
Richmond, Fredericksb. & Potomac, guaranteed.	142,900	7	7
Rochester and Genesee Valley*.	557,560	7	7
Rutland, preferred.	2,040,000	7	7
St. Louis, Alton and T. H., pref.	445,516	6	6
Sandusky and Cincinnati pref.	576,000	5	5
Schuylkill Valley* guar.	869,450	5	5
Shamokin Valley & Pottsville* guar.	1,300,000	7	...
Tol. Peoria & Warsaw (W. D.) pref.	1,700,000	7	...
" " " (E. D.) pref.	1,000,000	7	7
Toledo, Wabash and Western, pref.	274,000	7	7
Troy and Greenbush* guar.	2,500,000	8	8
Vermont and Canada* guar.	1,408,300	7	7
Warren* guar.	200,000	5	5
White Mountains* guar.	317,050	...	2
<b>CANAL STOCKS:</b>			
Delaware Division* guar.	1,633,350	8	8
Morris, preferred.	1,175,000	10	10
Schuylkill Navigation, pref.	2,888,997	6	6
Union, preferred.	...	6	...
<b>MISCELLANEOUS STOCKS:</b>			
Cumberland Coal, pref.	...	6	...
Mariposa Mining, pref.	8,774,400	7	7

## WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, 57 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1.....per ton 34 @ 38 50

Pig, American, No. 1.....37 @ 38 50

Pig, American, No. 2.....35 @ 36

Pig, American, Forge.....33 @ 34

Bar, Refined, English and American.....30 @ 30

Bar, Swedes, assorted sizes.....(gold) 85 @ 100

—STORE PRICES—

Bar, Swedes, ordinary sizes.....107 50 @ 120

Bar, Refined.....85 @ —

Bar, Common.....90 @ —

Scroll.....102 50 @ 132 50

Ovals and Half-round.....102 50 @ 122 50

Band.....— @ 97 50

Horse Shoe.....100 @ 105

Rods, 4@3-18 inch.....90 @ 125

Hoop.....107 50 @ 150

Nail Rod.....per lb. 64@—

Sheet, Russia, as to No.'s.....(gold) 17@ @ 18

Sheet, Single D. and T. Common.....4@ @ 5

Rails, English.....(gold).....per ton 58 @ 59

Rail, American, at Works in Penna. c'y. 70 @ 71

Anvils, (Eagle).....per lb currency. 8 @ —

STEEL—DUTY: Bars and Ingots, valued at 7 cent's per lb., or under 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent ad va. (Store prices.)

English, Cast, (2d and 1st quality) per lb. 15 @ 18

English Spring (2d and 1st quality).....7 @ 10

English Blister (2d and 1st quality).....10 @ 12

English Machinery.....11 @ 13

English Cast, (2d and 1st quality).....10 @ 12

American Blister "Black Diamond".....— @ 12

American, Cast, Tool, do.....15 @ 16

American, Spring, do.....9 @ 11

American Machinery do.....9 @ 11

American German do.....9 @ 11

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d. @ 60d.....per 100 lb 4 50 @ —

Cut Spikes, all sizes.....4 75 @ —

Clinch.....6 @ —

Horse Shoe, Forged (No. 10 to 5).....per lb. 19 @ 31

Copper.....— @ 39

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Barca.....(gold) per lb. 41 @ 42

Straits.....(gold) 38@ @ 37

English.....(gold) 25@ @ 25

Plates—Fair to good brands. —Gold—Currency.

I. C. Charcoal.....per box 8 75 @ 9 — 10 25 @ 10 75

I. C. Coke.....7 50 @ 8 50 9 @ 10 —

Coke Terne.....6 37@ @ 7 50 7 25 @ 9 —

Charcoal Terne.....7 75 @ 8 25 9 50 @ 10 —

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).....per gall. 14@ @ 14

Crude, 40 @ 47 gravity (in shipping order).....12@ @ 13

Refined, Standard White (in ship's order).....10@ @ 24

Refined, prime White (in shipping order).....10@ @ 26

Refined, S. W. (in jobbing lots).....10@ @ 25

Refined, S. W. (in tin).....28 @ 29

Naphtha, Reined, (65 @ 73 gravity).....6 @ 11

Residuum.....per bbl. 4 @ 6@ —

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 16 by 16 inches square, 1½; over that, and not over 16 by 24, 2½; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

American Window. (Single Thick.)

1st. 2d. 3d. 4th. (Old List.)

Size. A. B. C. D.

6 by 8 to 7 by 9 .....\$7 75 \$7 00 \$6 50 \$6 00

8 by 10 to 10 by 15 .....8 25 7 50 7 00 6 50

11 by 14 to 12 by 18 .....9 75 9 00 8 00 7 00

14 by 16 to 16 by 24 .....10 50 9 50 8 50 7 50

18 by 22 to 18 by 30 .....12 25 11 25 10 00 8 00

20 by 30 to 24 by 36 .....15 00 13 75 11 50 9 00

24 by 31 to 24 by 36 .....16 50 15 00 12 50 10 00

25 by 36 to 30 by 44 .....17 50 16 00 14 50 12 50

30 by 46 to 32 by 48 .....20 00 18 00 15 50 13 50

32 by 50 to 32 by 56 .....22 00 20 00 17 00 14 50

Above.....25 00 23 00 20 00 16 00

(The above subject to a discount of 5@ @ 60 per cent.)

french Window—1st, 2d, 3d and 4th qualities.

(Single Thick.) (New List, Aug. 20th.)

6 by 8 to 8 by 10 .....(4 qts.) per 50 feet. 10 @ 7 75

8 by 11 to 10 by 15 .....(4 qts.) 10 50 @ 8 —

11 by 14 to 12 by 18 .....(4 qts.) 12 @ 9 25

14 by 16 to 16 by 24 .....(4 qts.) 12 50 @ 9 75

18 by 22 to 18 by 30 .....(4 qts.) 15 @ 10 50

20 by 28 to 24 by 30 .....(4 qts.) 18 50 @ 12 50

26 by 24 to 24 by 36 .....(4 qts.) 19 50 @ 12 50

28 by 38 to 28 by 44 .....(3 qts.) 21 50 @ 16

28 by 46 to 30 by 48 .....(3 qts.) 22 @ 16 50

30 by 50 to 32 by 52 .....(3 qts.) 23 @ 17 —

32 by 54 to 34 by 56 .....(3 qts.) 24 50 @ 18 50

34 by 58 to 34 by 60 .....(3 qts.) 30 @ 22 —

36 by 60 to 40 by 60 .....(3 qts.) 36 @ 28 —

(Subject to a discount of 5@ @ 60 per cent.)

English sells at 40@ @ 50 1/2 cent. off the above rates.

## New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 4.

Th. 28. F. 29. Sat. 30. M. 2. Tu. 3. W. 4.

Canton Co.....78 79

Central Pacific 6s.....101 102 102 102 102

Central of N. Jersey.....111 113 114 114 113

Chicago & Alton.....119 119

... pref.....

... 1 M. ....

... S. F. ....

... Inc. bds. ....

Chicago, Burl. & Q. ....134 133 133 133 133

... 8s, 1883 .....88

Chic. & Northwestern .....69 69 69 69 69

... pref.....89 90 91 91 91

... 1st M. ....

... S. F. ....

... Consol. ....

Chic. Rock Isl. & Pac. ....109 110 110 110 110

... 1st M. ....

... 2 M. ....

... 3 M. ....

... 4 M. ....

... 5 M. ....

Dubuque & Sioux City .....30 30 30 30 30

... pref.....63

... 1 M. 7s, 1897 .....77

... 2 M. 7s, 1879 .....78

... 3 M. 7s, 1883 .....92

... 4 M. 7s, 1880 .....91

... 5 M. 7s, 1888 .....89

Great

## New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 4.

Th.28. F.29. Sat.30. M.2. Tu.3. W.4

## FEDERAL STOCKS:—

U. S. 5s, 1874, reg.	.....	.....	.....	.....	.....	.....
U. S. 5s, 1874, coup.	.....	.....	.....	.....	.....	.....
U. S. 5s, 10-40s, coup. 111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$	111 $\frac{1}{2}$
U. S. 5s, 10-40s, reg.	111 $\frac{1}{2}$					
U. S. 5s, 1881, reg.	117 $\frac{1}{2}$	.....	.....	.....	117 $\frac{1}{2}$	.....
U. S. 5s, 1881, coup.	117 $\frac{1}{2}$	.....	.....	.....	117 $\frac{1}{2}$	.....
U. S. 5s, '81, O.W.L.	.....	.....	.....	.....	.....	.....
U. S. 5s, 5-20s, reg. '62.	115 $\frac{1}{2}$	.....	113 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$	112 $\frac{1}{2}$
U. S. 5s, 5-20s, c. 1862. 115 $\frac{1}{2}$	115 $\frac{1}{2}$	.....	115 $\frac{1}{2}$	115 $\frac{1}{2}$	115 $\frac{1}{2}$	115 $\frac{1}{2}$
U. S. 5s, 5-20s, reg. '64.	.....	.....	.....	.....	.....	.....
U. S. 5s, 5-20s, c. 1864. 115 $\frac{1}{2}$	.....	.....	116	.....	.....	.....
U. S. 5s, 5-20s, reg. '65. 115 $\frac{1}{2}$	.....	.....	115 $\frac{1}{2}$	115 $\frac{1}{2}$	115 $\frac{1}{2}$	115 $\frac{1}{2}$
U. S. 5s, 5-20s, c. 1865.	115 $\frac{1}{2}$	114 $\frac{1}{2}$	115 $\frac{1}{2}$	116	116	116
U. S. 5s, 5-20s, r. n. '65.	114 $\frac{1}{2}$					
U. S. 5s, 5-20s, c. n. '65. 114 $\frac{1}{2}$	114 $\frac{1}{2}$					
U. S. 5s, 5-20s, reg. '67. 114 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$
U. S. 5s, 5-20s, c. 1867. 114 $\frac{1}{2}$	114 $\frac{1}{2}$	114	115	114 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$
U. S. 5s, 5-20s, reg. '68.	.....	.....	.....	.....	.....	.....
U. S. 5s, 5-20s, c. '68. 114 $\frac{1}{2}$	.....	.....	115	.....	.....	.....
U. S. 5s, Pac.R.R. 114 $\frac{1}{2}$	.....	.....	114 $\frac{1}{2}$	.....	.....	.....

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 3.

W.27. Th.28. F.29. Sat.30. M.2. Tu.3

Catawissa	.....	.....	.....	.....	.....	.....
.. preferred	.....	.....	.....	.....	48 $\frac{1}{2}$	.....
Camden and Amboy	125 $\frac{1}{2}$	.....	126	.....	126	.....
.. 6s, 1875.	.....	.....	91	.....	91	.....
.. 6s, 1883.	.....	.....	90	.....	90	.....
.. mort. 6s, '89 95 $\frac{1}{2}$	95 $\frac{1}{2}$	96 $\frac{1}{2}$	96	96	96	96
Elmira & Williamsport	.....	.....	.....	.....	.....	.....
.. pref.	.....	.....	94	.....	94	.....
Lehigh Navigation	37 $\frac{1}{2}$	37 $\frac{1}{2}$	37 $\frac{1}{2}$	37 $\frac{1}{2}$	37	36 $\frac{1}{2}$
.. 6s, 1884.	.....	86	86	86	86	86
.. Gold L.	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	92	91 $\frac{1}{2}$
.. R. R. L.	92 $\frac{1}{2}$	.....	.....	.....	.....	.....
.. Conv. L.	83 $\frac{1}{2}$					
Lehigh Valley R. R.	62 $\frac{1}{2}$	62 $\frac{1}{2}$	62 $\frac{1}{2}$	63	63	63
.. 6s new coup.	.....	.....	.....	.....	.....	.....
.. 6s new reg.	.....	.....	.....	.....	.....	.....
Little Schuylkill R.R.	46 $\frac{1}{2}$					
.. 7s.	.....	.....	.....	.....	.....	.....
Minehill	52	.....	52	52	52	52
Morris Canal	52	.....	52	52	52	52
.. pref.	122 $\frac{1}{2}$	122	122	122	122	122
North Pennsylvania	.....	.....	.....	.....	.....	.....
.. 6s, 1880.	.....	101 $\frac{1}{2}$				
.. 7s.	98	98	98	98	98	98
.. 10s, 1887.	.....	.....	.....	.....	.....	.....
Northern Central	41 $\frac{1}{2}$	.....	41 $\frac{1}{2}$	41 $\frac{1}{2}$	41 $\frac{1}{2}$	41 $\frac{1}{2}$
Oil Creek & Alleg. Riv.	49 $\frac{1}{2}$	49 $\frac{1}{2}$	50	50 $\frac{1}{2}$	50 $\frac{1}{2}$	50 $\frac{1}{2}$
.. 7s.	.....	.....	.....	.....	.....	.....
Pennsylvania R. R.	62	61 $\frac{1}{2}$	62 $\frac{1}{2}$	62 $\frac{1}{2}$	62 $\frac{1}{2}$	62 $\frac{1}{2}$
.. 1st M.	.....	100 $\frac{1}{2}$				
.. 2d M.	.....	.....	.....	.....	.....	.....
.. Gen. mort.	.....	93 $\frac{1}{2}$				
.. reg.	.....	92 $\frac{1}{2}$				
Penn. State, 6s, 1st series 100 $\frac{1}{2}$	.....	.....	.....	.....	.....	.....
.. 6s, 2d series 104 $\frac{1}{2}$	104 $\frac{1}{2}$	.....	.....	.....	.....	.....
.. 6s, 3d series 108 $\frac{1}{2}$	108 $\frac{1}{2}$	.....	.....	.....	.....	.....
.. 6s, W. L.	100 $\frac{1}{2}$	.....	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$
Philadelphia City, 6s.. 101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$	101 $\frac{1}{2}$
.. new.	101 $\frac{1}{2}$					
Philad., Germ. & Nor.	57 $\frac{1}{2}$	57	57 $\frac{1}{2}$	57 $\frac{1}{2}$	57 $\frac{1}{2}$	57 $\frac{1}{2}$
Phil. & Reading	57 $\frac{1}{2}$	57	57 $\frac{1}{2}$	57 $\frac{1}{2}$	57 $\frac{1}{2}$	57 $\frac{1}{2}$
Philadelphia and Erie	27 $\frac{1}{2}$	.....	.....	.....	89	.....
.. 6s.	.....	.....	.....	.....	89	.....
.. 7s.	88	88	88	88	88	88
Schuylkill Navigation	.....	.....	.....	.....	.....	.....
.. pref.	.....	.....	.....	.....	.....	.....
.. 6s, 1882.	70	70	78 $\frac{1}{2}$	78 $\frac{1}{2}$	78 $\frac{1}{2}$	78 $\frac{1}{2}$
.. 6s, 1876.	.....	.....	.....	.....	.....	.....
Huntington, (Horse).	21 $\frac{1}{2}$	.....	22 $\frac{1}{2}$	.....	22 $\frac{1}{2}$	.....
Chestnut & Wal.	53	.....	53	.....	53	.....
Green & Coates	.....	.....	.....	.....	.....	.....
2d and 3d streets	.....	.....	.....	.....	.....	.....
Spruce and Pine	.....	.....	33	.....	33	.....
13th and 15th sta.	.....	.....	.....	.....	.....	.....

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 3.

W.27. Th.28. F.29. Sat.30. M.2. Tu.3

Baltimore City 6s, 1875. 99 $\frac{1}{2}$	.....	100	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$	100 $\frac{1}{2}$
.. 1886.	.....	99	99	99	99	99
.. 1890.	98	98	98	98	98	98
.. 1884.	.....	.....	.....	.....	.....	.....
.. 1900.	.....	.....	.....	.....	97 $\frac{1}{2}$	97 $\frac{1}{2}$
Balt and Ohio.	.....	.....	.....	.....	.....	97 $\frac{1}{2}$
.. bonds, 1875.	.....	.....	.....	.....	.....	.....
.. .. 1880.	.....	.....	95 $\frac{1}{2}$	95 $\frac{1}{2}$	95 $\frac{1}{2}$	95 $\frac{1}{2}$
.. .. 1885.	96 $\frac{1}{2}$	96 $\frac{1}{2}$	96 $\frac{1}{2}$	96 $\frac{1}{2}$	96 $\frac{1}{2}$	96 $\frac{1}{2}$
Marietta & Cin. 1st M.. 97 $\frac{1}{2}$	97 $\frac{1}{2}$	97 $\frac{1}{2}$	97 $\frac{1}{2}$	97 $\frac{1}{2}$	97 $\frac{1}{2}$	97 $\frac{1}{2}$
.. 2d M.	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$	87 $\frac{1}{2}$
.. 3d M. 8s.	79 $\frac{1}{2}$	.....	.....	.....	.....	.....
Northern Central.	.....	.....	.....	.....	.....	.....
.. bonds, 1885.	.....	.....	.....	.....	.....	.....
.. .. 1900.	89 $\frac{1}{2}$	89 $\frac{1}{2}$	89 $\frac{1}{2}$	89 $\frac{1}{2}$	89 $\frac{1}{2}$	89 $\frac{1}{2}$
Pittsb. & Connellav. 7s. 94 $\frac{1}{2}$	94 $\frac{1}{2}$	.....	.....	.....	.....	.....
N. W. Va. 1st mort.	.....	.....	.....	.....	.....	.....
.. 2d mort.	.....	.....	.....	.....	.....	.....
.. 3d mort.	.....	.....	.....	.....	.....	.....
Virginia 6s, Consol.	64	64	64	64	64	64
.. Defer. Certif. 28	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$	27 $\frac{1}{2}$
City Passenger R.	.....	.....	.....	.....	.....	.....

## Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 4.

Th.28. F.29. Sat.30. M.2. Tu.3. W.4

Boston and Albany	151 $\frac{1}{2}$	152	152	152	152	152
Boston and Lowell	.....	.....	.....	.....	147 $\frac{1}{2}$	.....
Boston and Maine	.....	.....	.....	.....	148 $\frac{1}{2}$	.....
Boston and Providence	.....	.....	.....	.....	148 $\frac{1}{2}$	.....
Boston, Hartford & Erie	.....	.....	.....	.....	151 $\frac{1}{2}$	.....
.. 7s, new	27 $\frac{1}{2}$	27	27	27	27	27
Cheshire, pref.	.....	.....	.....	.....	84 $\frac{1}{2}$	.....
Concord.	.....	.....	.....	.....	84 $\frac{1}{2}$	.....
Connecticut River.	.....	.....	.....	.....	84 $\frac{1}{2}$	.....
Eastern.	108 $\frac{1}{2}$					
Fitchburg.	.....	.....	143	143	144	144
Manchester & Lawr'ce.	152 $\frac{1}{2}$	.....	.....	.....	151 $\frac{1}{2}$	.....
Michigan Central.	119 $\frac{1}{2}$					
Northern, N. H.	.....	.....	.....	.....	89 $\frac{1}{2}$	.....
Ogdene & Lake Champ.	89 $\frac{1}{2}$	.....	.....	.....	89 $\frac{1}{2}$	.....
Old Colony & Newport.	104 $\frac{1}{2}$					
Ph. Wil. & Baltimore.	54 $\frac{1}{2}$	54	54	54	54	54
Portl'd, S						

ment, in coin, at this port, since January 1, 1871, has been \$122,692,769 against \$111,030,136 same time in 1870.

Foreign exchange has been comparatively quiet, and, most of the week depressed and irregular though closing much sharper with a better inquiry. Bankers' sixty day bills on London closed on Wednesday at 108½@108¾; sight bills on London, 109¼@109½.

The produce exports from this port, week ending with Oct. 3, were to the currency value of \$6,558,596.

Government securities have been quite scarce in the open market and strong and buoyant as to price, with a good inquiry for the coin bearing issues.

Under the Treasury Department programme for October, Government proposes to sell at least eight millions of Gold, as follows: Thursday, Oct. 5—Two Million. Thursday, Oct. 12—Two Millions. Thursday, Oct. 19—Two Million. Thursday, Oct. 26—Two Million. And to buy in, at least, eight millions of Five-Twenties, as follows: Wednesday, Oct. 4—Two Million. Wednesday, Oct. 11—Two Million. Wednesday, Oct. 18—Two Million. Wednesday, Oct. 25—Two Million.

On Wednesday, Government bought in two millions of Five-Twenties at 112 79@112 98 net. The amount of bonds offered was \$8,611,750 at from 112 79@113 34.

U. S. sixes of 1881 closed here on Wednesday of the current week at 117½@118; U. S. Five-Twenties of 1862, 115½@115½; U. S. Five-Twenties of 1864 at 115½@115½; U. S. Five-Twenties of 1865, 115½@115½; U. S. Five-Twenties of 1865 consolidated, 114½@114½; U. S. Five-Twenties of 1867, 114½@114½; U. S. Five-Twenties of 1868, 114½@115; U. S. Ten-forties at 111½@111½; U. S. Six per cent. currency bonds, 114½@115.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 20.	Sept. 27.	Oct. 4.
Consols .....	93½	92½	93½
U. S. 5-20's of 1862..	93½	92½	93½
U. S. 5-20s, 1855....	—	92½	93½
" 1867 ....	92½	92	93½
" 10-40s ....	90½	89½	90½
Erie .....	25½	25	25½

The new Funding Five per cent. Loan was quoted in London on Wednesday at 13½ per cent. discount.

State bonds have been in moderate demand at fairly supported prices.

Railway bonds have been more sought after chiefly for investment purposes at strong prices. Central Pacific Sixes have been readily taken at 102½@102½. Chesapeake and Ohio Sixes have been in good request for home investment on the basis of 98 per cent. and accrued interest. Less than four millions of this Loan remains to be placed and the present prospect is that the balance will be speedily disposed of.

The St. Joseph and Denver City eight per cent. gold bonds have been quite actively sought after at the established price of 97½ and accrued interest.

Railway and miscellaneous share property has been fairly active, but variable as to price.

General business has been moderately active, with a firmer market noted for the leading articles, though leaving off less buoyantly. Middling up-

land cotton closed on Wednesday at 20½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 98,809 bales, against 155,401 bales same time in the preceding year; exports 88,400 bales, against 21,950 bales in the previous year; stock at the ports at latest dates, 100,298 bales, against 106,013 bales same date 1870.

At the Live Stock Markets, Beeves have been in moderate request at from 6@13 cts.; Veals at 4@10½ cts.; Sheep at 4@6½ cts.; Lambs at 6@8½ cts.; Swine, 5½@5¾ cts per lb., all live weight. The week's receipt were 6,826 Beeves, 2,159 Veal Calves, 30,720 Sheep and Lambs; and 16,582 Swine.

Foreign goods continue in fair request and generally steady as to price. The week's imports of foreign goods reached \$6,884,432, including \$2,569,659 of dry goods.

Ocean freights have been less active, and rates have been rather less firm.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Alabama 8s, 100½; do., 5s, 69; North Carolina 6s, special tax, 17; do., Fund Act, 1866, 35; South Carolina 6s, new, Jan. and July, 51; do. Apl. and Oct., 49½; New York State 6s, 1873, 108; do., 7s, B. L., reg., 109½; Georgia 7s, 92½; do., 7s, gold, 96½; Arkansas 7s, (L. R. P. B. and N. O. R. R.) 49½; Albany and Susq. R. R., 93; do. 2d mort., 93; St. Louis and Iron Mt. 1st mort., 92½; Illinois and Southern Iowa 1st mort., 85; New York and New Haven R. R., 155; do., 6s, 97; Central of New Jersey new loan, 102½; Buffalo, New York and Erie 1st mort., 96; Quincy and Toledo 1st mort., 90½; Ohio and Miss. consol. 94½; St. Louis, Jacksonville and Chicago 1st mort., 94; Hannibal and Naples 1st mort., 89; Toledo, Peoria and Warsaw 1st mort. E. D., 90%; do., W. D., 88; New Jersey, R. R., 124½; Maryland Coal, 31½; Spring Mt. Coal, 85; Consol. Coal, of Md., 46½; Am. Coal, 56; Cumberland Coal and Iron, 45; Brunswick City Land, 9; Western Union Tel., 66½; Adams Exp., 87½; Am. Mer. Union Exp., 57½; U. S. Exp., 58½; Wells-Fargo Exp., 53; Quicksilver pref., 25.

Philadelphia.—West Jersey R. R. 6s, 93½; Chesapeake and Delaware Canal 6s, 95½; Susq. Canal 6s, 68; Harrisburg and Lancaster 6s, 92½; Penn. and New York Canal 7s, 96; Allegheny Valley 7 3-10s, 94; Phila. and Reading 6s, 1844-80, 98; Huntingdon and Broad Top Mt., 2d mort., 86; do., consol. 48½; Wilmington and Reading 7s, 96; Belvidere Delaware 2d mort., 82; East Pennsylvania R. R., 38; Nesquehoning R. R., 56½; Germantown Passenger R. R., 34½. The latest quotations are: City 6s, 101½@101%; do. free of tax, 101½@101%; State 5s, coupon, 100@—; do. 6s, W. L., 100½@100%; do. 1st series, 100½@101%; do. 2d series, 104½@104½; do. 3d series, 106@107; Reading, 57½@57½; do. 7s, 1893, 106@106; do. mort. 6s, 1880, 92@93; Camden and Amboy, 125½@126; do. mort. 6s, 1889, 95½@96%; do. 1883, 91@—; do. 1889, 90@90½; Pennsylvania R. R., 62½@62½; do. 1st mort., 100@100; do. 2d mort., 98@100; do. General mort. coupon, 93@93½; do. reg., —@92½; Little Schuylkill R. R., 46@46; Morris Canal, 48@62; do. pref., 121@125; do. 6s, 91@—; Susquehanna Canal, 9@10; do. 6s, 68@68½; Schuyl-

kill Nav., 8@9; do. pref., 17@17½; do. 6s, 1882, 78½@80; Elmira and Williamsport pref., 42@42; do. 7s, 1873, 98½@95; do. 5s, 61@—; Lehigh Coal and Navigation, 37½@37½; do. 6s, 1884, 84½@85; do. R. R. Loan, 92@92½; do. Gold Loan, 91½@91½; North Pennsylvania, 50@51; do. 6s, 101½@101%; do. 7s, 98@98; do. Chatte 10s, 110@—; Philadelphia and Erie, 27@27½; do. 6s, 88½@—; Minehill, 51½@52½; Catawissa, 18@18; do. pref., 49½@49½; Lehigh Valley, 61½@62; do. 6s, new coupon, 98@98; do. reg., 98½@—; do. 7s, 100@—; Fifth and Sixth streets, (horse,) 45@45; Second and Third, 67@68; Thirteenth and Fifteenth, 23½@24; Spruce and Pine, 32@33; Green and Coates, 48@—; Chestnut and Walnut, 52½@55; Hestonville, 21@22½; Union, 70@70%; Germantown, 30@—.

Boston.—Vermont Central 1st mort., 85½; do., 2d mort., 40; Central Pacific 7s, 1883, 101½; Cedar Rapids and Missouri 7s, 1916, 90; Eastern R.R. 6s, 1889, 97½; Western R.R. 6s, 1875, 99½; Atchison, Topeka and Santa Fe 7s, 1891, 90; Mansfield and Framingham 7s, 1st mort., 92; Cheshire R. R. 6s, 95; Maryland and Delaware 1st mort., 6s, 1885, 50; Essex R. R. 6s, 1876, 93; Framingham and Lowell 7s, 1891, 90; Burlington and Missouri River R. R. Land Grant 7s, 95½; Kansas City and Cameron 10s 1892, 109½; Michigan Central R. R. 8s, 1880, 109½; Connecticut and Passumpsic Rivers R. R. pref., 92½; Burlington and Missouri River R. R. in Nebraska, 34½; Indianapolis, Cincinnati and Lafayette R. R., 8½; Rutland R. R., 30½; do. pref., 80½; do. 8s, 1880, 100; Norwich and Worcester R. R., 117½; Eastern (N. H.) R. R., 104; Portsmouth, Gt. Falls and Conway R. R., 104; Cincinnati, Sandusky and Cleveland R. R., 23; do. 6s, 1900, 77½; Boston Water Power, 49½; Cary Imp., 15½; East Boston Land, 16; Waverly Land, 4½; Massachusetts 6s, 1883, gold, 111½; Maine 6s, 1883, 101½; do., 1880, 102; New Hampshire 6s, 1876, 100%; Connecticut 6s, 101; Boston 6s, 1876, 101½; do. 5s, 1880, gold, 100; do., 1875, gold, 100%; Chelsea 6s, 1891, 100; Manchester, N. H., 6s, 1885, 100; Belfast 6s, 1898, 92; Fall River 6s, 1891, 101; Charleston 6s, 1891, 101½; St. Louis 6s, 1887, 91; Chicago 7s, 1881, 102½; Cincinnati 7s, 1886, 104½; Brooklyn 7s, 1876, 101½; Hartford 6s, 1890, 99; do. 1879, 100%; Allouez Mining Co., 3; Calumet and Hecla, 110½.

Baltimore.—Virginia 6s, old, coupon, 64; do., reg., 52½; do., 1867, reg., 66½; Orange, Alexandria and Manassas 7s, 1882, 81; Richmond and Danville bonds, 81½; Orange and Alexandria 2d mort., 6s, 80; Central Ohio R. R., 29½; do., 1st mort., 84½; Northern Central 6s, 1900, gold, 93½; Virginia and Tennessee 1st mort., 90; George's Creek Coal, 80; Memphis City 6s, 58½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94½@95; Baltimore and Ohio, 142½@145; do. 6s, 1875, 96@96½; do. 1880, 95½@—; do. 1885, 90@—; Northern Central, 41½@42; do. 6s, 1885, 92@92½; do. 1900, 87@89; do. 6s, 1900, gold, 93@92½; N. W. Va. 1st mort., 99@100; do. 2d mort., 98½@100; do. 3d mort., 1885, 90½@90%; Marietta and Cincinnati 7s, 1892, 97½@97½; do. 2d mort., 87½@87½; do. 3d mort., 79½@80; Central Ohio, 29½@29½; do. 1st mort., 84½@84%; Western Md. 1st mort., 6s,

1890, 81@—; do. guar. by Baltimore City, 91@ 95; do. 2d mort. guar., —@85; do. 2d mort. pref., 62@—; do. 6s, guar. by Washington Co. 84½@85; Richmond and Danville bonds, 81@—; Orange and Alexandria 1st mort. 6s, 90@90; do. 2d mort. 6s, 79¾@80½; do. 3d mort. 8s, 89½@ 89½; do. 4th mort. 8s, 81@82½; Orange, Alex. and Manassas 7s, 80¾@81; Virginia and Tennessee 8s, 88½@89; do. 6s, 1st mort., 90@95; do. 6s, 2d mort., 78½@80; Baltimore 6s, 1875, 100@ 100½; do. 1884, 98@100; do. 1886, 98½@99½; do. 1890, 97½@98; do. 1893, 98@98½; do. 1900, 97½@98; do. 5s, 1838-'70, 80@82; Memphis City 6s, 58½@58½; Maryland 6s, 1890, 98@—; do. Defense Loan, 1883, 106@106; City Passenger R. R., 22½@23½; George's Creek Coal, 78@81; Baltimore Copper, 0.50@1.00; Santa Clara 1@ 1.00; Atlantic Coal, 1.00@2.00.

**Transportation from the Far West to the Seaboard.**

The Boards of Trade and the newspapers of the principal Western Cities have long been waging a wordy war as to the claims of their respective routes for transporting heavy products from the Far-West to the seaboard. Chicago, happy in her lake navigation, has been ridiculing the river trade of her rivals; while at the same time complaining of the exactions of the canals and railroads across this State. St. Louis, in like manner, has clung to her scheme of shipments by way of the Gulf until the railroads have brought about a degree of comparative equality with her sister, but envious, city. The truth, we suspect, is that there are disabilities attending both the extreme northern and extreme southern lines of transit. The lake navigation is interrupted by ice and storms for about half the year, and is attended by certain appreciable risks and expenses, like that via New Orleans, which go far to neutralize the greater economy of water carriage over-land transportation for equal distances.

The *St. Louis Republican*, alluding to the completion of the Chesapeake and Ohio Railroad and its connections, via Louisville, as another superior and competing line to the seaboard, claims that by making use of the Ohio river from its confluence to the mouth of Guyandotte, they will have a cheap and reliable water-route as a complete offset to the lake routes, which are the boast of Chicago. Between Cairo and Huntington, the river terminus of the Chesapeake and Ohio Railroad, 650 miles, the Ohio is at all times navigable, and with scarcely an interruption, for boats carrying 200 tons; while the lake navigation is attended with more or less risk, and is closed by ice or storms for about half the year. Freights transferred to the new railroad line at Huntington will have a very easy line (30 feet maximum grade) to tide water of about 450 miles; the same distance as the lines from Dunkirk, Buffalo, or Ogdensburg to New York.

There is more in this scheme than at first meets the eye. Students of this problem will remember that twenty years ago a distinguished civil Engineer, Charles Ellet, proposed to make of the Ohio River, below its confluence with the Great Kanawha, a navigable and manageable canal, 700 miles in length. The plan was urged then on behalf of navigation alone, but has since attracted fresh importance as a means of equalizing at the same time, the alternate drouths and floods which

characterize the Mississippi and its chief tributaries. His plan was to construct, at favorable points in the mountains of West Virginia, reservoirs of capacity sufficient to store up the over-abundant floods, which being released in the drier seasons would afford five feet of water in the Ohio throughout its longest drouths. He made surveys and calculations of the cost—which was comparatively insignificant—and fixed the sites of the necessary dams on the head waters of the Kanawha.

It is noticeable, however, that boats of 200 tons burthen can make trips from Cairo to the mouth of Guyandotte with great regularity, all the year round; and there is hardly an interruption to the steamboat navigation, summer or winter, below the western terminus of the Chesapeake and Ohio Road. This road must have a great advantage, therefore, in touching the Ohio at the head of reliable navigation, and in possessing one of the shortest and easiest portages over the Allegheny elevations to the Atlantic coast. By this route St. Louis would have 850 miles of cheap, reliable and inexpensive river carriage, and a haul of 420 miles of railroad transportation, to reach the navigable waters of the Chesapeake, against the 900 miles of lake navigation during half the year, and a railroad haul of 440 miles, which Chicago makes a matter of boast. By continuing the river cargoes up the Kanawha, to the Falls of that stream, the proportions of the Ohio Route would be changed to 970 miles of river, and 325 miles of rail. Chicago, could, however, avail herself of the easy grades of the new line, and thus place herself nearer to the Atlantic in point of grades and miles, than by the more circuitous route of the Lake Shore. The whole region of the Southwest together with the important cities of Louisville, Cincinnati, and the manufacturing districts above and around them, are interested in the completion of this new Trunk line; and the latest information shows that an influx of capital and population is pouring into the mineral regions of West Virginia adjacent to the Chesapeake and Ohio Road.

**THE WEST WISCONSIN RAILWAY** is now very nearly finished, and trains will be running through from Tomah to St. Paul by November 1. The earnings of the Road from local traffic on the completed portion constitute already a profitable business; and arrangements and connections are about perfected which will make it the Great Air-Line Route from Chicago to the North-West, effecting a saving of more than 100 miles over the present route. The Bonds are a First Mortgage on the road itself and on a valuable Land Grant of 1,000,000 acres. They bear interest in gold at the rate of 7 per cent per annum, and are sold now at 90 and accrued interest in currency by **WHITE, MORRIS & CO.**, 18 Wall-st., and **Gwynne, Johnson & Day**, 16 Wall-st., where pamphlets and further information may be obtained.

**The Ellicott City Times** states that the Baltimore and Ohio Railroad Company have a portion of their engineering corps engaged in surveying the long projected and much talked of "cut off" at Elysville. A branch road, it is said, will be constructed to run from that point direct to Baltimore, to be used exclusively by the through express and fast line passenger trains.

**CHESAPEAKE AND OHIO—FIVE-TWENTIES—CENTRAL PACIFICS.**

BANKING OFFICE OF

**FISK & HATCH,**

No. 5 NASSAU-ST., NEW YORK, Oct. 2, 1871.

Very many holders of Government Bonds are debating in their own minds whether to sell out while they can realize a handsome premium on their bonds, or to exchange them for other first-class securities bearing the same rate of interest, which may be had at much less price. We have been exchanging large amounts of late for CHESAPEAKE AND OHIO SIX PER CENT. GOLD BONDS, and also for the CENTRAL PACIFIC SIXES.

Of the FIFTEEN MILLION CHESAPEAKE and OHIO SIX PER CENT. LOAN, but about \$4,500,000 remain unsold, and this remainder will be taken up rapidly. These bonds have absolutely thirty years to run, are especially desirable for steady investments, and can now be bought

17 per cent. less than TEN-FORTIES,

20 per cent. less than FIVE-TWENTIES,

25 per cent. less than SIXES of 1881,

and are equally sure to be paid principal and interest in gold coin. Price (at present) 98 and accrued interest, that is, with coupon attached, payable November 1.

\$1,000 Chesapeake and Ohio Bond costs to-day \$955 32.  
\$500 Chesapeake and Ohio Bond costs to-day \$477 65.  
\$100 Chesapeake and Ohio Bond costs to-day \$95 53.

Only a small amount of the latter denominations remains, and no more can be made. Bonds are in coupon or registered form, same as Five-Twenties.

When the railroad is completed, in 1872, and the Bonds are dealt in at the Stock Exchanges of the world, we have no doubt they will be equally popular with the Central Pacifics, which now command a premium, and are a favorite security here and in Europe both roads being prominent lines and under substantially the same fiscal management. Both principal and interest of the CENTRAL PACIFIC and CHESAPEAKE AND OHIO BONDS, are specifically payable in gold coin in New York; the interest on the former being paid January and July, and of the latter, May and November, corresponding with the two classes of Five-twenties.

We recommend either of them to our friends and customers with the same confidence as we did the Five-twenty bonds, when we were selling millions of them for the United States Government.

We buy and sell FIVE-TWENTIES, TEN-FORTIES, EIGHTY-ONES, and CENTRAL OR WESTERN PACIFICS, or receive them in payment for CHESAPEAKE AND OHIO BONDS at their current market price.

**FISK & HATCH.**

P. S.—Accounts of Banks, Bankers and others received, on which we allow Four per Cent. interest.

Certificates of deposit issued and collections made in all parts of the Union.

**HARVEY FISK,  
A. S. HATCH.**

## Movements of Produce.

Receipts of certain articles of domestic produce at the port of New York during the first nine months of the years—

	1870.	1871.
ashes, bbls.	5,914	5,303

## Breadstuffs—

wheat flour, bbls.	2,763,742	2,534,717
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cornmeal, bbls.	152,771	145,504
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wheat, bush.	15,419,489	15,623,995
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rye, bush.	367,872	475,731
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oats, bush.	6,293,914	7,284,059
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barley, bush.	1,937,544	944,952
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peas, bush.	177,453	96,540
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corn, bush.	6,412,896	21,455,879
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cotton, bales.	488,801	666,908
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## Naval Stores—

crude turp., bbls.	5,800	6,518
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spirits turp., bbls.	52,056	47,792
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rosin, bbls.	418,280	352,723
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tar, bbls.	44,717	16,851
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pitch, bbls.	2,192	640
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## Provisions—

pork, bbls.	89,362	157,757
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beef, pkgs.	69,948	86,095
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cutmeats, pkgs.	78,255	123,684
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butter, pkgs.	335,892	462,102
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cheese, pkgs.	995,180	1,090,128
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lard, tcs. and bbls.	59,554	178,487
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do., kegs	20,179	16,135
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whiskey, bbls.	153,362	121,282
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Exports from New York to foreign ports of certain leading articles of domestic produce for nine months from January 1st—

	1870.	1871.
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ashes, Pots, bbls.	2,398	1,624
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do., Pearls, bbls.	58	228
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beeswax, lbs.	218,882	178,619
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## Breadstuffs—

wheat flour, bbls.	1,409,986	1,800,268
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rye flour, bbls.	8,166	2,676
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cornmeal, bbls.	59,207	92,683
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wheat, bush.	13,095,214	15,146,291
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rye, bush.	65,734	318,938
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oats, bush.	18,860	20,433
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barley, bush.	.....	81,797
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peas, bush.	188,288	65,376
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corn, bush.	315,675	8,499,652
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candles, bxs.	29,288	89,256
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coal, tons.	29,417	12,181
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cotton, bales.	278,142	439,088
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lax, bales.	32,228	21,029
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tops, bales.	19,190	26,953
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## Naval Stores—

crude turp., bbls.	408	288
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spirits turp., bbls.	14,212	10,858
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rosin, bbls.	829,290	274,026
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tar, bbls.	18,826	8,297
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pitch, bbls.	8,015	2,124
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oil—whale, galls.	104,408	223,310
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o., sperm, galls.	829,374	532,996
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o., lard, galls.	17,873	157,195
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o., linseed, galls.	6,261	9,185
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## Provisions—

pork, bbls.	65,917	126,324
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beef, bbls.	10,233	37,564
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o., tcs.	36,883	66,275
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cutmeats, lbs.	22,092,230	58,243,642
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butter, lbs.	1,078,083	5,067,735
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cheese, lbs.	49,214,039	58,525,675
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lard, lbs.	22,230,301	76,844,832
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ice, tcs.	1,174	2
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o., bbls.	20,262	8,041
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allow, lbs.	14,720,568	26,404,594
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tobacco, crude, pkgs.	66,764	93,066
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o., manf., lbs.	4,754,243	6,447,590
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whalebone, lbs.	316,752	368,616
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strobolene, galls.	66,741,106	69,763,435
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At the end of the past year there were forty-five railways in Russia, the total length of which was 1,884 geographical miles. The traffic during the year consisted of 14,885,986 persons, and 224,707,000 cwt. of goods. The total revenue was 78,634,000 roubles, or 56,818 roubles per mile.

## Journal of Railroad Law.

## RAILROAD COMPANIES—INJURY TO LAND BY CONSTRUCTION OF RAILROAD THEREON.

The facts in the late case of *Snyder and others vs. The Western Union Railroad Company*, (25 Wis., 60), are fully and clearly stated in the following opinion by

COLE, J.—We really do not see any force in the objection that the respondents failed to prove title to the premises in question. It was clearly shown that they were the heirs at law of Frederick Snyder the grantee of the original patentee, and also of Cornelius Snyder. The decease of both these persons was proven. It seems to be assumed that they were also claiming as heirs at law of John Snyder. But we do not so understand it. John is made a party to the proceeding, upon the presumption, we suppose that he is still living. Upon paying the judgment, the company will make compensation for his interest, as well as for the interest of the other parties. The whole legal title was represented by Byron and John Snyder; and those interested in the mortgage were before the Court.

The important question in this case is that which relates to the ruling of the Court as to the admission of evidence. Witnesses were asked what, in their opinion, was the value of the land actually taken for the use of the railway track. They were also asked whether the residue of the farm was less valuable in consequence of the railroad crossing it in the manner it did, and how much the property was depreciated in value thereby. Now, it is said this testimony was improperly admitted, because it was merely calling for the opinion of the witnesses as to what was the amount of damage to the land not taken by the company, in consequence of the railroad running through the farm, and that the witnesses should have been examined only as to the facts within their personal knowledge which might have a bearing upon the question of damages and which might aid the jury in estimating the extent of the injury. As a general rule the testimony of witnesses is confined to a statement of facts coming from observation, knowledge and recollection, as distinguished from mere inference or opinion. But this rule has its exceptions. "There is certainly a very considerable number of subjects in regard to which the jury are supposed to be well instructed, and altogether capable of forming correct opinions, and in regard to which the testimony of experts is not competent or not requisite, but which it is more or less difficult for the witnesses to describe accurately so as to place them fully before the minds of the jury as they exist in the minds of the witnesses." 1 Redfield on Railways § 10 page 16. And of this character is the question in regard to the value of property. It is impossible for witnesses to so clearly and accurately describe the situation and condition of a farm, the inconveniences and disadvantages resulting from a railroad crossing it as that a jury, from the evidence alone, can arrive at a just conclusion as to the injury to the property. Hence many courts, from the necessity of the case, have sanctioned the rule which permits witnesses to state their opinions as to the value of property, real and personal, which is the subject of litigation. In this case the witnesses were farmers, well acquainted with the situation and condition

of the farm, and they were asked how much the market value of the land not taken was diminished in consequence of the railroad crossing it in the manner it did. How much less per acre is the land worth by reason of the road passing over it? was the question asked. The object was to ascertain whether the saleable value of the property had been diminished thereby; and, if so, to what extent. In that form was not the question a proper one? Could not the witnesses state the difference between the value of the farm as it would have been if the road had not crossed it, and its value in its then present condition? It seems to us that they might give their opinion as to the value of the property if the railroad had not crossed it, and its market value as it then was. Without the opinion of the witnesses as to the value of the land as it then was, and as to its value had not the road passed over it, the jury would have been unable to estimate the amount of damages. If the residue of the farm was depreciated in value by reason of the railroad crossing it, the respondents were entitled to compensation therefor in such a sum as should make good the loss. This was decided in *Robbins vs. Milwaukee and Horicon R. R. Co.*, 6 Wis. 636; and the doctrine is founded in reason and justice. For, if property is materially and permanently diminished in value in consequence of a railroad running over it, why should not the owner have full satisfaction in damages? Equity and justice require that he be compensated, not only for the land actually appropriated by the company for the use of its road, but also for the incidental injury to the value of the residue of the property. And the charter of this company recognizes this most equitable principle, by requiring the commissioners appointed to view and examine all the lands taken, with the buildings and improvements thereon, "to estimate the value of the land so taken or required by said company, and all damages which the owner or owners thereof shall sustain or may have sustained by reason of the taking of the same for the construction and use of said road, or works appertaining thereto, taking into consideration the advantages as well as the disadvantages of the same, by means of the construction and operation of the said road, to said owner or owners." Ch. 16, Priv. Laws, 1854. And, in order to aid the jury in estimating the incidental damages resulting to the property by reason of the construction of the road, the witnesses were properly asked how much less the residue of the farm was worth in consequence of the road passing over it in the manner it did. They were allowed to describe how the road crossed the farm, the height of the grade, the inconvenience and trouble of passing from one part of the farm to another with cattle and agricultural implements, and thus, as far as possible, bring before the jury all these facts and circumstances. But even then the jury, with all these facts before them, would be unable to render a proper verdict as to the amount of damages, unless they could have the opinion of the witnesses as to the value of the land before and after the location of the road. In no other way, as it seems to us, could the jury ascertain the extent of the injury sustained.

In this case, the witnesses stated what, in their opinion, was the depreciation in the market value

of the farm in consequence of the road passing over it, together with some reasons and facts why it was diminished in value. It is said that, in giving their opinion as to the amount of damages to the lands which were not taken, they naturally and necessarily included in their estimate remote and fanciful injuries which possible might occur by reason of operating the road. We do not so understand their testimony. True, some of the witnesses were asked why it was that the residue of the farm was so greatly diminished in value in consequence of the road crossing it, and they gave various reasons. They said it was inconvenient and troublesome to cross the track, from one part of the premises to another, with cattle and agricultural implements; that there is more or less danger to person and property when doing so; that grain and property near the track were exposed to fire from locomotives; that horses were liable to be frightened by passing trains of cars, and to run away and destroy property, and that on account of these things, the farm was less valuable. But this evidence was not introduced for the purpose of laying the basis for the recovery of damages for such remote and speculative injuries. The manifest object of it was to account for the decrease in the value of the property. For the witnesses say the actual depreciation in the saleable value of the farm resulted from these things. That is, all persons wishing to buy property would not pay so much for it, because of such possible injuries and exposures. And by as much as the real value of property was diminished in consequence of such inconveniences, dangers and annoyances resulting from the construction of the road, by so much was the owner of the property injured. But there is a very wide distinction between giving damages for such remote and possible injuries, and compensating the owner for the actual depreciation of his property, because of its exposure to such hazards and dangers. Whatever may cause the depreciation, the loss to the owner is the same. If, in consequence of its exposure to these remote injuries, the property is diminished one-half in value, then this decrease in value measures the actual loss to the owner. And, when compensated for this depreciation in the value of his property, he is not receiving compensation for some imaginary injury, some fanciful loss, which may or may not occur, but he is paid for a real loss which he sustains by the building of a railroad across his property. If the construction of the road across his land depreciates the property one half its value in the market, then he is damaged to this extent. It matters not what causes the depreciation in value, whether exposure to fire, annoyance from trains, or danger to person and property, the real question is, whether, in consequence of the railroad, the property is diminished in value; and if so, how much; for this will measure the direct and necessary loss which the owner has sustained by the construction of the road over his land. And all that the witnesses were asked to state was, how much less was the market value of the farm in consequence of the railroads crossing it; and they were allowed to state their opinion upon that point, together with the facts or reasons upon which that opinion was founded. We think the evidence was competent for the purpose for which it was allowed, and that in no other way was it pos-

sible to bring before the jury such facts as would enable them to render a verdict for the proper damages.

It is proper to add, that the court directed the jury that they must disregard all testimony tending to prove remote and speculative damages, and only give the respondents such sum as would indemnify them for the loss they had sustained in consequence of the construction of the road across the farm. The jury in estimating the extent of the injury to the property, were expressly told that the respondents were entitled to recover only for the direct damage resulting from the construction of the road.

We see no error in the proceedings which warrants a reversal of the judgment.

Judgment affirmed.

#### Commerce of New York.

The foreign imports at New York for the month of August, 1870 and 1871, are officially stated as follows:

	1870.	1871.
Entered for consumpt'n.	\$18,722,822	\$23,609,684
Do. for warehousing	9,965,682	12,389,981
Free goods	1,141,295	2,067,145
Specie and bullion	430,726	336,395
Total entered at port	\$30,260,025	\$37,403,205
Withdrawn fr. wareh'use	11,305,475	12,596,638

The foreign imports at New York for the eight months from January 1, were:

	1870.	1871.
Entered for consumpt'n.	\$112,178,072	\$143,664,064
Do. for warehousing	85,387,812	102,483,304
Free goods	8,571,485	19,875,945
Specie and bullion	7,788,675	5,255,087
Total entered at port	\$218,926,044	\$271,278,400
Withdrawn fr. wareh'use	80,203,700	85,735,447

The revenue from customs at New York for eight months from January 1, has been as follows:

	1870.	1871.
Six mos.	\$67,581,811 10	\$73,692,107 93
In July	10,592,841 37	11,984,957 33
August	15,078,512 90	16,932,839 65
8 mos.	\$93,253,165 37	\$102,559,904 91

The exports from New York to foreign ports in the month of August, were:

	1870.	1871.
Domestic produce	\$12,599,436	\$18,900,769
Foreign free goods	23,116	148,519
Do. dutiable	808,944	461,249
Specie and bullion	10,548,076	2,701,287
Total exports	\$28,979,572	\$22,211,824
Do. exclusive of specie	13,431,496	19,510,537

The exports from New York to foreign ports for eight months from January 1, were:

	1870.	1871.
Domestic produce	\$111,264,616	\$146,814,092
Foreign free goods	321,444	803,155
Do. dutiable	6,854,123	5,824,890
Specie and bullion	44,811,127	55,489,604
Total exports	\$162,751,310	\$207,931,741
Do. exclusive of specie	118,440,183	152,442,137

A French engineer, M. E. Legout, has written a letter to the *Siecle* in which he says that as the problem of cutting through high mountains has now been solved by the successful completion of the Mont Cenis tunnel, there is nothing to prevent a railway being made from Paris to Pekin. He estimates that the cost of the great tunnels would be 220 millions of francs.

#### Northern Pacific Railroad.

At a meeting of the directors of this company, held in this city on the 29th ult., the contract was let to Payson, Canda, & Co., of Chicago, for the construction of the road from the Red River to the Missouri river two hundred miles, to be completed by the first of July next. At the same time the contract was let to De Graff & Co., of St. Paul, for the construction of the St. Paul and Pacific, from Sauk Rapids to Brainard, to be completed by December first. Also, the line from St. Cloud to Pembina, to be done before the first day of January, 1873, a distance of about three hundred and fifty miles. The completion of these contracts will put the Territories of Dakota and Montana, as well as the Districts of Manitoba and the great valley of the Saskatchewan in direct communication with the entire system of railways of the United States and Canada, and make a grand total of about eight hundred and fifty miles of railway under the management of the Northern Pacific in Minnesota and Dakota.

#### Coal and Iron in Western Virginia.

The Greenbrier *Independent*, published on the line of the Chesapeake and Ohio Railroad, says that "by actual measurement a four-foot vein of coal will yield 125,000 bushels to the acre. The aggregate coal stratas in Fayette County amount to at least 40 feet solid coal, or 1,000,000 bushels upon a single acre!"

Prof. Daddow says that this coal is superior for furnace or ore-melting purposes to that of the Kanawha Valley. Of iron ore throughout that country there is no lack. But if there is, the Alleghanies are filled with it, and if it pays to carry the raw ore from Iron Mountain, in Missouri, to the coal at Pittsburgh, a distance of 700 or 800 miles, why would it not pay to carry the raw ore from Jackson River to Bowyer's Ferry, only 100 miles? The day is not far distant when the smoke of one furnace, connecting with that of another, will hang in one dense and unbroken cloud from Clinton Forge to Huntington, and at night the waters of the Greenbrier, the New River, the Kanawha and the Ohio will be lighted up with one continuous glare, from Greenbrier Bridge to Big Sandy. The timber along this entire line, and within reach of it, is worth one hundred times more to-day than what the land and all its timbers and minerals is selling for. We know of coal regions where lands sell readily at \$1,000 and \$1,500 per acre—lands that a few years ago you could have bought at 25 cents an acre."

#### Steel Ordnance.

This country does not possess any establishment capable, like that of Krupp, of turning out steel work of any size and in any quantity. Our crucible steel works are extremely limited both in number and capacity, and were we to begin now the construction of such works, it would be long before we could get them in operation. There is no branch of metallurgy which is so absolutely dependent upon the skill of the work-man as steel-making, and it would be long before our manufacturers could train any considerable number of men for the work, and still longer before they could free themselves from the bondage which a small and necessary class of men always imposes upon its employers. Nor could manufacturers be easily found who would undertake the task of setting up works here, for the crucible method of making steel is looked upon as one of those processes destined to be supplanted by the progress of metallurgy. There are already works in Sweden where razor steel is made by the Bessemer method, the decarburization of the charge being arrested at the proper point, and no spiegel used. For all these reasons it appears evident that if we adopt steel guns in our service, we must for a long time at least draw either the material or the finished guns from foreign manufacturers.—*U. S. A. and N. Journal*.

**Statistics of Commerce and Navigation.**

In addition to the synopsis of the Report of the Bureau of Statistics previously published by us, Mr. Young, Chief of the Bureau, has supplied the following statement, giving the number and tonnage of vessels engaged in the foreign trade which entered into and cleared from the ports of the United States during the fiscal year ended June, 30, 1871:

	Entered.	Cleared.		
Vessels.	Number.	Tons.	Number.	Tons.
American...	10,715	8,742,740	10,573	8,746,945
Foreign...	19,406	6,266,444	19,288	6,151,587
Total....	30,121	10,009,184	29,861	9,898,482

Fiscal year ending June 30, 1870:

	Entered.	Cleared.		
Vessels.	Number.	Tons.	Number.	Tons.
American...	10,797	8,486,088	10,489	8,506,929
Foreign...	19,513	5,669,621	19,509	5,662,474

Total.... 30,310 9,155,659 29,998 9,169,408

The report also contains statements showing the immigration to the United States during the fiscal year ended June 30, 1871, exhibiting their nationalities and occupations, as follows:

Total number of immigrants arrived during the year, 321,350, of which 190,428 were males and 130,922 females. From England, 56,530; Ireland, 57,439; Scotland, 11,984; Wales, 899; Great Britain, not specified (supposed to be mainly from Ireland) 16,042; Germany, 82,544; Austria, 4,884; Sweden, 10,899; Norway, 9,418; Denmark, 2,015; Holland, 993; Belgium, 774; Switzerland, 2,269; France, 3,187; Spain, 558; Portugal, 290; Italy, 2,805; Greece, 11; Turkey, 22; Russia, 673; Poland, 625; Hungary, 8; Gibraltar, 1; Europe, not specified, 1; Sicily, 11; Corsica, 1; China, 7,188; Japan, 78; India, 14; Asia Minor, 3; Syria, 1; Arabia, 1; Persia, 4; Egypt, 8; Morocco, 9; South Africa, 2; Africa, not specified, 9; Canada, 26,766; Nova Scotia, 14,582; New Brunswick, 4,232; Prince Edward Island and Newfoundland, 1,444; British Columbia, 7; British North American provinces, not specified, 51; Mexico, 402; Central America, 4; United States of Columbia, 8; Venezuela, 24; Guiana, 5; Brazil, 14; Uruguay, 12; Argentine Republic, 16; Chile, 4; Peru, 10; South America not specified, 8; Cuba, 708; Hayti, 24; Jamaica, 24; Porto Rico, 17; Bahamas, 238; Barbados, 32; St. Croix, 25; Caribbees, 5; West Indies, not specified, 108; Azores, 597; Cape de Verde, 1; St. Helena, 20; Bermuda, 82; St. Pierre, 5; Sandwich Islands, 3; Australia, 15; New Zealand, 3; Philippine Islands, 3; Java, 1; born at sea, 29; countries not specified, 31.

The occupations of the immigrants are thus classified:—Professional, 2,571; skilled, 38,254; miscellaneous, 113,810; not specified, 18,482; without occupation (mostly women and children), 158,783. A few of the occupations in detail are as follows:—Farmers and farm laborers, 27,042; laborers, 65,988; servants, 18,814; mechanics not specified, 12,497; actors, 47; architects, 19; authors, 2; chemists, 26; clergymen, 270; editors, 12; engineers, 348; engravers, 86; lawyers, 73; linguists, 2; lithographers, 9; magician, 1; musicians, 210; physicians, 200; priests, 8; reporters, 2; sculptors, 4; teachers, 1,118; auctioneers, 2; bakers, 481; bird fanciers, 8; blacksmiths, 1,524; boilermakers, 12; brewers, 164; butchers, 356; carpenters and joiners, 3,250; chimney sweeper, 1; clerks, 1,719; coopers, 308; coppersmiths, 10; decorator, 1; diver, 1; druggists, 82; dyers, 38; forgeman, 1; founders, 4; gardeners, 223; gold beater, 1; instrument maker, 1; jewelers, 164; lace makers, 2; manufacturers, 112; masons, 1,029; masons, 1,508; miners, 4,293; moulders, 41; opticians, 17; painters, 347; printers, 160; puddlers, 31; seamstresses, 465; shipwrights, 340; shoemakers, 969; spinners, 40; stonemasons, 127; tailors, 1,169; thatcher, 1; tanners, 82; turners, 26; undertaker, 1; weavers,

429; wheelwrights, 60; brokers, 36; consuls, 8; contractors, 8; fishermen, 237; hotel keepers, 40; monk, 1; nun, 15; pedlers, 11; shepherds, 28; soldiers, 68; stewardess, 1; students, 326; travelers, 59.

**The Baxter Engine.**

We have heard much of the above machine, and on a recent visit to the Fair of the American Institute we saw four of them standing on a platform 12x12 ft., one of them being fired, and generating steam and supplying the other three, so that all four were running so quietly that a lady remarked: "I would love to get a sewing machine that would run as quietly as a Baxter Engine." This Engine is manufactured by Colt's P. F. Arms Mfg Co., of Hartford, Conn.—each part being made by a special tool—so that each engine of a given size is an exact duplicate of every other one of that size, the importance of which will be understood by all who are at all familiar with machinery. They have contracted to make all the engines wanted during the term of their patents, which cover the improvements, and it is admitted that in point of mechanical construction the engines are "the very perfection of motive power."

In economy of fuel they are unsurpassed; an ordinary scuttle full of coal will produce one horse power per day in either one of their engines. We know a newspaper publisher who has put in a Baxter Engine in the place of one he had been using, and the saving of fuel he makes pays for the engine in one year.

We will now give our readers the result of a critical examination of one of these engines at the warerooms in Park Place. We find, combined in a small compass, furnace, boiler, engine, governor, pump, gauge cocks, safety valve, steam gauge and water bottom, which is also heater and mud drum. The fire surfaces are entirely surrounded by water, except at the furnace door, the water bottom being a perfect protection from the fire on the floor. The boiler of this engine is, tubular, but not in the ordinary sense of a vertical tubular boiler. Over the fire is a large combustion chamber, curving in for a short distance at the bottom, from which curvature flues descend all around the circumference of the boiler. Over this chamber, and around these flues, is the water contained in the boiler. The heat ascending from the fire, strikes the upper part of the combustion chamber, and consequently gives the strongest heat where the most water is, and in this combustion chamber all the gases and smoke are completely consumed. The heat then descends through short flues, striking the water bottom, from which a connecting pipe leads to the boiler, thus heating the water before it enters the boiler, by means of the descending heat and the radiation from the fire grate.

The heat now ascends on the outside of the boiler between it and the sheet iron jacket with which it is covered, and passes off at the chimney flue.

By this mode of generating steam, the caloric has been so thoroughly taken up and utilized that the hand may, with impunity, be placed on the pipe leading from the engine to the chimney flue. It will be readily understood that this peculiarity of construction gives large economy in fuel and the generation of steam. The engine resting on top of the boiler; the cylinder head being at one and the same time the bed plate of the engine and cover of the boiler; it naturally results that the cylinder is suspended within the steam dome. Of course no condensation can ensue, because the cylinder is just as hot as the steam; consequently only dry steam is being worked; and, as is well understood, dry steam affords more power within a given compass than that which is saturated with moisture.

Thus it will be clearly seen that the Baxter Engine possesses all the best points of steam engineering, so compacted together as to give results never attained in the construction of any motor.

The cut and advertisement will be found in our advertising columns.

**Compressed Air vs. Horse Flesh.**

An experiment was made in Chicago a few days since which, if successful, will completely do away with horses as a motive power for street railway cars. The Chicago Tribune has the following in reference to the new motor:

On a side track was an ordinary one horse car, attached to what seemed to be an ordinary baggage car, differing only from it in that a small platform at each end left a place for the driver, who attends to the simple wants of his engine by moving a lever, to stand. At the side of the dummy is a door, which, when opened, discloses the whole of the machinery. There is one tank, constructed of boiler iron, and tested to a pressure of 160 lbs, connected with a small tank, which, in turn, is connected with a couple of cylinders, acting as in a steam engine. The larger tank is filled from an air-pump, and a governor regulates the amount of air let into the smaller tank. The amount required for running the machine is only twenty pounds.

Having viewed the dummy, and exulted in it as a Chicago invention, a party of thirty got aboard the one horse car. Mr. Myers superintended the machinery, and away they went on the dummy track, going  $2\frac{1}{2}$  miles in eight minutes. Then the engine was reversed, and the party came back, the last mile being accomplished in  $3\frac{1}{2}$  minutes.

The company have drawn up a comparative estimate of cost between running a street car line with horses and compressed air, and give the proportion as six to one in favor of the latter.

**The Birth of Railway Enterprise.**

We cannot issue our publication of to-day without recording the fact that yesterday, 41 years ago, the first passenger railway in England was inaugurated, namely that between Liverpool and Manchester. On that day, sad by its local recollections, in the presence of George Stephenson, the engineer, the Duke of Wellington, Sir Robert Peel, Lord Brougham, and other distinguished parties, Wellington and Peel, after a four years' political quarrel, were reconciled by Peel, and in ten minutes afterward Huskisson, on the steps of the carriage, in conversation with his accompanying guests, was struck down at the Parkside station, midway between Liverpool and Manchester. Gloom, instead of rejoicing, was the signal to the honorable member's death, and in place of Liverpool being jubilant at the cost of an intended inauguration of a new system of locomotion, the town was in sorrow and too heart-broken to make any display. We only record the fact of these many years in the retrospect to show how strongly local feeling is involved, and how intensely that which belongs to a purely personal consideration identifies itself with an interest which, in the railway world at least, must be for ever enduring.—*Herathap, Sept. 16.*

**The Tripartite Bridge.**

Yesterday a meeting of the corporators of the Tripartite Bridge Company held a meeting, and transacted some routine business. It is thought that the Committee will be ready to open books for subscription to the capital stock about the first of October. If the cost does not exceed one million—and there is no reason why it should—the bridge will pay dividends from the beginning and the stock will doubtless soon rank among the best paying in the city. The original estimates of the work have been carefully revised by experienced engineers and builders, and it has been demonstrated that the entire expenditure need not exceed one million dollars. This is the maximum figure. Responsible builders will be found willing to take the contract at eight thousand dollars.

We are pleased to know that many capitalists are giving the project the attention it deserves, and all who investigate its claims favor it in the highest degree. When the enterprise comes to be fully understood there need be no doubt as to it receiving the amplest support.—*Pittsburg Chronicle Sept. 19.*

The York Springs, Dillsburg and Mechanicsburg Railroad Company has been organized by the election of Hon. Frederick Watts President, and Messrs. George L. Shearer, C. Bender, Harry McCormick, Thomas B. Bryson, Henry G. Mosser and Edward M. Biddle Directors. The Mechanicsburg *Journal* says the building of the road will be commenced at an early date, and the impression is that an effort will be made to connect with the Miramar at Williams' Mill.

#### Notice to Contractors.

PENN. & SODUS BAY RAILROAD CO.,  
CHIEF ENGINEER'S OFFICE,

SENECA FALLS, N. Y., Sept. 25th, 1871.

PROPOSALS for furnishing and laying the Iron and Ties on the graded portion of this Road, will be received at this office until noon of Wednesday, the 25th of October. Said portion consists of the Southern Division, 25 miles long, extending from Spencer, in Tioga county, through Tompkins county to the Seneca county line; and the Middle Division, 22 miles long, from the Seneca county line to Waterloo; in all about 58 miles.

Proposals will be received for either or both Divisions, and are to be based on the following terms of payment, viz: twenty per cent. to be in the capital stock of the company; thirty per cent. in town bonds or cash, at the option of the company, and the remaining fifty per cent. in the first mortgage bonds of the Road. The Company reserves to itself the right to reject any or all bids that are not deemed consistent with their interests.

Specifications may be procured by application to the undersigned. ALFRED F. SEARS, Chief Engineer.

#### Notice to R. R. Contractors.

PROPOSALS for grading and masonry for about twenty miles of the Nashua, Acton and Boston Railroad, will be received at the office of the engineers until the evening of the 23rd of October next. Proposals may be made for grading one or more sections into which the work will be divided. Profiles and specifications may be seen at this office. The corporation reserves the right to reject any or all proposals.

E. H. SPALDING, President.

NASHUA, Sept. 25, 1871.

#### Drawing Instruments, Paper, Tape Measures, &c.

Illustrated Catalogue sent by mail, 10 cents.

JAMES W. QUEEN & CO.,

924 Chestnut St., Philadelphia.

535 Broadway, New York.

#### Park Gate Iron Rails,

(Manufactured in Yorkshire and the best rail made in England.)  
For sale by

WM. BAILEY LANG & CO.,

54 Cliff Street,

NEW YORK.

#### Atherton & Coles, STATIONERS, PRINTERS, LITHOGRAPHERS

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SOLE AGENTS  
IN THE UNITED STATES FOR  
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1,000 tons LYNNVI VALE.  
1,000 " BAILEY BROS.  
50 LBS. ERIE PATTERN. Now in yard and for sale  
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DANAS & LITCHFIELD,

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YORK CAR WORKS.

ESTABLISHED IN 1852.

#### Billmeyer & Smalls,

YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

#### Narrow Gauge Cars

having received their special attention, they are prepared to receive orders and to deliver promptly. A contract has just been made with the pioneer Narrow Gauge Road—3 ft. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

C. Billmeyer. D. E. Small. J. H. Small.

A VALUABLE STEAM PUMP PATENT  
for sale, Pump full size, can be seen in  
operation. Address D. W., this office.

#### THE AMERICAN DIAMOND DRILL CO.

ARE MANUFACTURING

Under the celebrated Leschot Pat-  
ents, with important  
improvements,

#### DIAMOND-POINTED STEAM DRILLS.

ESPECIALLY ADAPTED TO

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OF EVERY VARIETY,

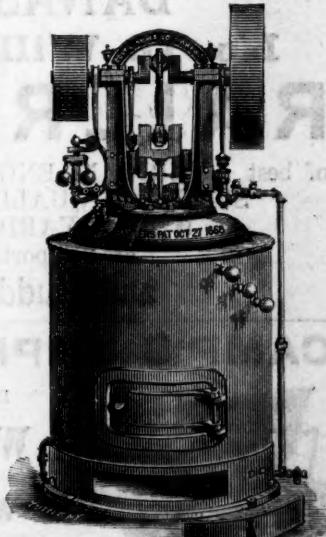
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RAILROAD IMPROVEMENTS.

They are Driven by Compressed Air  
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rapid rate, making a perfectly cylind-  
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bottom in the hardest rock.

The economy of these Drills and their entire efficiency  
have been abundantly established, and the advantage of the  
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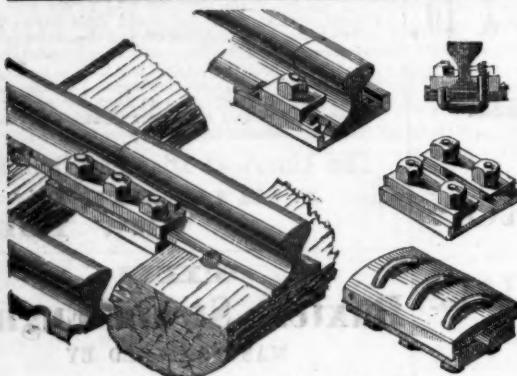
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Fig. No. 1, Car Loaded & at Rest.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Load. The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

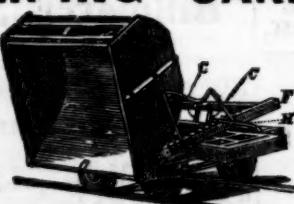
TO DUMP THE CAR. Fig. No. 2, Car Dumped.

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